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PORSCHE SPECIAL

NEW 911 GT3 RS

Quickest 911 ever? All-new engine, 500bhp and extreme aero

Thought they'd gone soft
making SUVs? Think again...



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IMAGE

Porsche's new GT3 rivals
Fast Aston, Bentley, Jaguar and Merc scooped



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IMAGE

New Mazda RX-7

Rotary-engined sports car lives on

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IMAGE



**New 911 GTS battles
911 GT3, Cayman GTS**

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CRÉATIVE TECHNOLOGIE



CITROËN

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*Prices and offers apply to retail sales of qualifying New C4 Cactus models ordered and delivered between 01/01/15 and 31/03/15 and include VAT, delivery to dealer and number plates, Government Registration Fee and 12 months' graduated vehicle excise duty. Model shown: New C4 Cactus PureTech 82 manual Flair. OTR price £16,340 (incl. Blue Lagoon at extra cost of £250). Initial customer rental £2,785.47 (plus a £1,000 Citroën contribution); followed by 36 monthly rentals of £199; optional final rental £6,900. Lowest and highest Elect 4 Personal Lease examples are based on New C4 Cactus PureTech 82 manual Feel and New C4 Cactus e-HDi 92 ETG6 Flair respectively. Initial customer rental £2,892.34 (plus a £1,000 Citroën contribution) - £3,221.55; followed by 36 monthly rentals of £165 - £249; optional final rental £6,267 - £6,227. Annual mileage 6,000. Charges may apply if annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) and requires an annual rental equivalent to one month's rental. All rentals inclusive of VAT. Citroën UK Limited is acting as a credit broker and is not a lender. To finance your lease we may introduce you to a limited number of lenders. Finance subject to status. A guarantee may be required. Over 18s only. Written quotations available on request from Citroën Financial Services, Quadrant House, Princess Way, Redhill, Surrey RH1 1QA. Prices and offers correct at time of going to press, subject to stock availability. Contact your participating dealer for latest prices, offers, terms and conditions or visit citroen.co.uk.

Is there room for the Porsche 911 GTS between the Cayman GTS and the 911 GT3? We find out



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To get the best out of it, you must continually examine the 208 GTi 30th's limits

Matt Saunders, p50



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Fuel consumption figures in mpg (l/100km) for the New Kia Venga 'SR7' Special edition are: Urban 42.8 (6.6) – 56.5 (5.0), Extra Urban 55.4 (5.1) – 67.3 (4.2), Combined 50.4 (5.6) – 62.8 (4.5). CO₂ emissions are 130 – 119 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New Venga 'SR7' Special edition 1.4 89bhp 5-speed manual ISG @ £13,335 including metallic paint @ £490 and £750 customer saving. Non offer price £14,085. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto kia.co.uk/sr7 for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit www.kia.co.uk. Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 07/01/2015 and 31/03/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indemnity may be required. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 or 37 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.



Big change awaits the 911 – and the rest of Porsche's sports cars

Porsche is right at the top of its game

CAST A QUICK eye over our ratings at the back of this magazine for the current Porsche line-up and you'll soon be overwhelmed by superlatives. The Boxster is "scarily brilliant", the Cayman "a five-star car by any measure", the 911 "more than worthy of its iconic status"... and it goes on, all the way to the Macan and Cayenne SUVs and Panamera.

As you'll read in our scoop story (p10), Porsche is pushing ahead with an expansion and redefinition of its sports car line-up, as well as squaring up to the thorny issue of selling turbocharged engines in 'normal' 911s later this year. Casting aside 52 years of naturally aspirated heritage would be daunting for most car companies, but Porsche has navigated choppier waters with barely a wobble in recent years.

It might be tempting to take Porsche's consistent high standards for granted, but that would be a mistake. At the heart of this company is a steely focus on engineering

brilliance, and while that may not set the pulse racing like some of the more haphazard offerings from more flamboyant rivals, it underpins what will surely be viewed by history as a golden era for the firm.



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Established 1895

AUTOCAR

AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

VIDEO

Lexus RC F vs BMW M4

Performance coupés compared by Matt Prior



PREVIEW

Geneva motor show

Guide to the star cars at the show – before the wraps come off



DRIVEN

Juke Nismo RS

Nissan's 215bhp performance crossover hits the UK



GALLERY

RS in the UK

The history of Ford's RS brand in the UK



BLOG

Jim Holder

Tech does the talking for the Ford Focus RS



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THIS WEEK

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**AUTOCAR
IMAGE**



Porsche plots bold sports

■ Extreme new 911 GT3 RS for Geneva show ■ More hardcore driver's cars planned ■ New V8

Porsche's most extreme 911 GT3 RS yet will be unveiled at the Geneva motor show next month and kick-start a radical transformation in the manufacturer's two-door model ranges, reaffirming its commitment to the sporting cars on which its name was built.

In addition to the Cayman GT4 revealed last week, further new models will join the existing Boxster and Cayman line-ups, and the 911 will receive the greatest

conceptual shake-up since swapping air for water cooling in 1997. There will also be a new 918 Spyder and a brand-new supercar that will take Porsche into uncharted waters.

First up is the new 911 GT3 RS. It will be unveiled on the eve of the Geneva show on 2 March, nine months after its original launch date was put back by the need to address the engine fire issue that had afflicted the standard GT3.

Porsche's boss of research and development, Wolfgang Hatz, is promising "the biggest

gap yet" between an RS model and the GT3 version upon which it is based.

Although the new car, like all other RS models, will be lighter than the GT3, most of the interest will focus on its aerodynamics – which are said to provide a new level of downforce for a road-going 911 – and an all-new engine producing around 500bhp. For comparison, the standard GT3 model has 468bhp.

Porsche hasn't revealed the look of the 911 GT3 RS, but spy photographs suggest it will

join the 911 Turbo in using the widest of the three 911 bodies and will have air intakes in the rear wings and lift-reducing air outlets above the front wheels.

Winter weather has precluded the setting of representative lap times

around the Nürburgring during the car's recent development. However, Porsche's simulations show the 911 GT3 RS to be comfortably capable of lapping in under 7min 20sec, raising the possibility of it at least matching the 7min

The 911 will receive the greatest conceptual shake-up since 1997

New GT3 RS will make its world debut at Geneva on 2 March



car future

supercar ■ Mainstream models go turbo

18sec lap recorded by the most powerful 911 to date, the 611bhp twin-turbo GT2 RS of 2011.

It is not yet known whether the GT3 RS will be offered with a manual gearshift, a PDK dual-clutch automatic or a choice. Porsche appeared to have abandoned three-pedal GT models when it made the 911 GT3 PDK only, but it seems to have had second thoughts, making the Cayman GT4 available exclusively with a manual gearbox for now.

A PDK transmission seems the most likely because it is

vital for the all-important Nürburgring lap time, but the choice of a manual option is now believed to be a distinct possibility, as opposed to non-existent.

However, it is Porsche's decision to design a new engine for the GT3 RS that is the most significant development. That's because by the end of the year and in a rather different state of tune, this new engine will also be standard issue in all conventional 911s. What's more, and unlike in the GT3 RS, all 'normal' 911s →

SPY SHOTS

PORSCHE
911 GT3 RS



SPY SHOTPORSCHE
911 TARGA

◀ that use this engine will be turbocharged.

Porsche has yet to reveal the size or power output of the new unit, but the use of forced induction for the standard 911 after 52 years of normal aspiration is motivated far more by the need to reduce fuel consumption and emissions than to provide additional power.

The engine is expected to deliver a modest power boost, substantially more torque and significantly better CO₂ emissions and fuel economy. However, don't expect a new naming strategy. There are turbocharged models in both the Macan and Cayenne ranges that do not bear 'Turbo' badging, so expect the same approach for the new 911.

The new engines will arrive this autumn complete with the other, less significant enhancements of a standard mid-life refresh. There is a four-cylinder version of the new engine that was for a long

time considered for the 911, but Hatz concluded that a 911 must have a flat six motor, so the four-pot will be restricted to the Boxster and Cayman.

That said, there is a precedent for a four-cylinder 911, Porsche producing just such a car (called the 912) between 1965 and 1969. During that time, more than 30,000 units were sold, making the cut-price entry-level model a considerable success, so perhaps it should not be ruled out for ever.

At the other end of the scale, a limited-edition GT2 RS is on the cards. Just 500 examples of the previous one were made and sold out in two months, despite a £165,000 price. "Our customers always tell us they want more power," said Hatz. "At Porsche, we listen to our customers."

However, the new GT2 RS is likely to be scheduled for the end of the current 911's lifecycle, making it at least two years away.

Supercar with a mid-mounted V8 is due to appear before 2020

**AUTOCAR
IMAGE**

In the meantime, Porsche is also working on a brand-new supercar to compete with the likes of the Ferrari 488 GTB and McLaren 675LT. Hatz has said it will be ready by the end of the decade "at the latest".

Details are patchy, but the car is believed to feature the brand-new V8 motor already

in development for the new Panamera, its 928-replacing two-door variant and the next Cayenne.

Mounted amidships behind the driver, the engine is likely to follow current thinking and derive its power as much from turbocharging as its displacement. It is not

yet known whether the car will feature any degree of hybridisation, but it is clear that this is not a replacement for the 918 Spyder hypercar but a standard, production model. Hatz has, however, also confirmed that a new 918 will eventually be built.

ANDREW FRANKEL



Targa version of the revised 911 has been spotted testing



ANDREW FRANKEL

More mainstream Porsches, more mad ones

PORSCHE'S DECISION TO turbocharge even the standard 911 has little to do with what it regards as the best way to perpetuate the legend of the world's most famous sports car and rather more to do with being lumbered with more than its fair share of heavy lifting when it comes to reducing the CO₂ emissions of the entire Volkswagen Group fleet, of which Porsche is a part.

But Porsche will be happy to do it for the same reason that it was happy to extend the wheelbase of the 911 and equip it with electric steering: the typical 911 customer doesn't actually want a traditional 911 but a fast and capable coupé that bears the image of the 911. Whether that in time leads to exclusively turbocharged Caymans and Boxsters is another question, but we think it's less likely in these more driver-orientated models.



Lighter, sportier Boxster may be badged 'Club Sport'; due 2016

Porsche will also have calculated that it can do all this with its mainstream models so long as it continues to make hardcore driving machines, too. These cars are not just for their diehard owners, but also to send a clear signal that Porsche has not lost touch with its roots. So the more the staple Porsche range follows mainstream thinking, the more mad motorsport-derived models will be needed to balance it, hence the 911 GT3 RS, Cayman GT4 and upcoming hot Boxster.

The two-door sports cars in Porsche's future



911

New 500bhp GT3 RS will be unveiled in March and followed this autumn by the second-generation '991' 911, featuring a new range of turbocharged engines based on the new motor designed for the RS. A flat six configuration will be retained without hybridisation, which Porsche feels to be more useful in cars like the Cayenne and Panamera.



CAYMAN

New £64,451, 380bhp flagship Cayman GT4 will be joined at the other end of the range by a new four-cylinder entry-level model. The new engine, which is two-thirds of the new flat six, should displace around 2.0 litres but will be turbocharged to provide "proper Porsche performance".



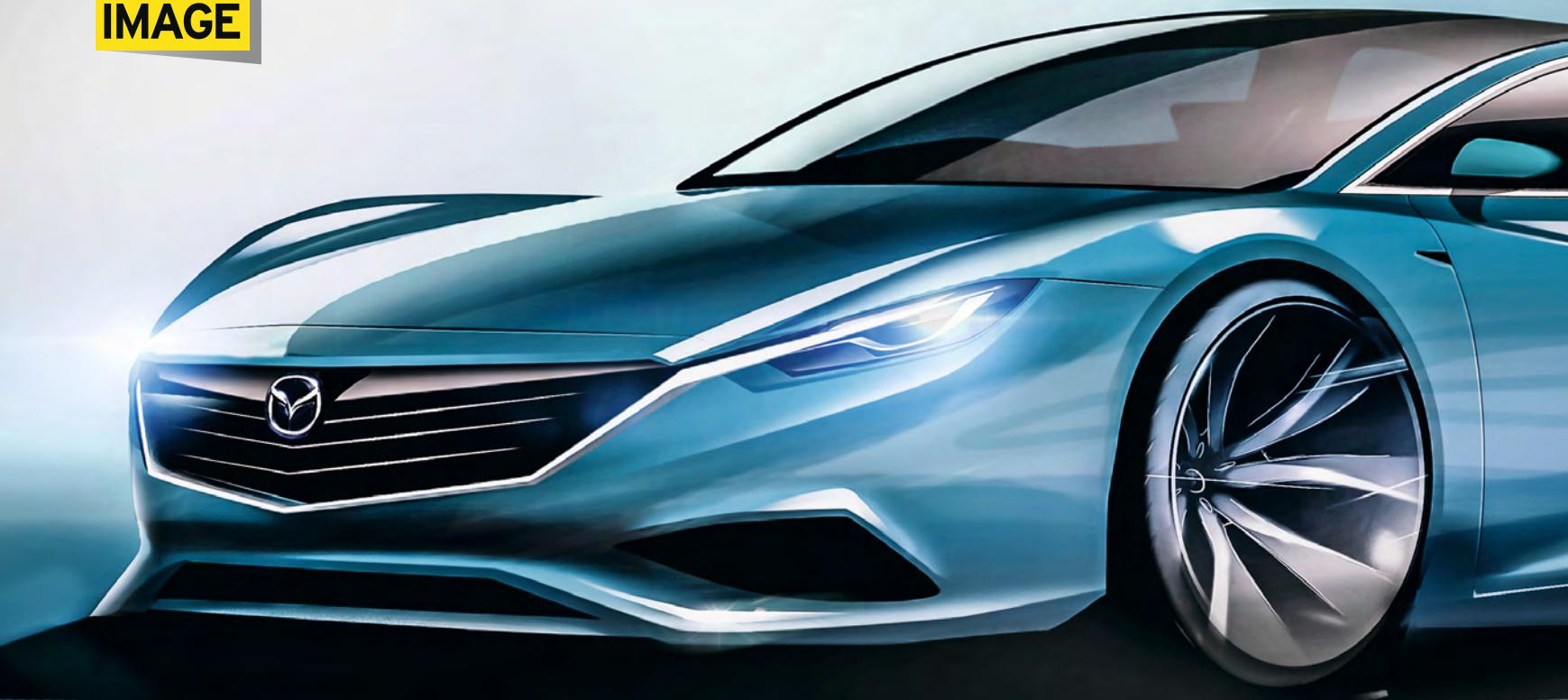
BOXSTER

This will also receive the new four-cylinder engine. Moreover, there will be a new variant that's likely to be the most sporting model in the current range. Tipped as a replacement for the popular Spyder of 2011, the car – possibly bearing the Club Sport name – is expected to have a little more power and a lot less weight.



918 REPLACEMENT AND A NEW SUPERCAR

Now that the 918 has sold out, its place as the Porsche flagship will be taken by the new mid-engined supercar, due to break cover by the end of the decade. Having proved that it can sell 918 units of a car for which conventional wisdom suggested there should be only about 500 buyers, Porsche is sure to replace it, but only after a suitable gap. Typically, Ferrari spaces its hypercars at 10-year intervals.



Mazda plans all-new RX-7

A new rotary-engined coupé based on the lightweight MX-5 platform is in development; launch is expected

Mazda is planning to launch a rotary-engined coupé in 2020, to coincide with the company's 100th anniversary.

The coupé, a successor to the RX-8, will be based on the new, lightweight, fourth-generation MX-5 platform and, like past RXs, be front-engined and rear-wheel drive.

Mazda won't confirm the RX-7 project. However, Kenichiro Saruwatari,

vice-president of European R&D and based in Japan until 18 months ago, told Autocar that the company retains a department of 30 engineers developing rotary engine projects and hinted that they're working towards the firm's significant birthday.

Because the rotary engineering team is relatively small, Mazda also employs the services of Japanese universities. Mazda has found, like Honda did during

the HondaJet project, that academics are better at maintaining confidentiality than commercial partners.

It's also working with NASA on material technologies. The American aeronautics and space agency specified the material for the rotor tips of the RX-8's rotary engine.

There's no word on engine capacity or power outputs at this stage but, from a marketing perspective, any rotary-engined sports car

would need to be more potent than the most powerful MX-5, which will have a 2.0-litre four-cylinder engine making upwards of 160bhp.

The now-defunct RX-8 had a twin-rotor 1.3-litre engine, which, because there are two combustion cycles per engine revolution, in effect gave it a 2.6-litre capacity and a power output of 228bhp.

Mazda is virtually alone in the automotive industry in persisting with rotary

engines, which are smooth and high revving and have a high specific output but have little torque and can suffer from rotor tip wear and excess fuel and oil consumption.

Mazda appreciates the technical, marketing and recruitment advantages that its persistence brings and thinks a high-power, low-torque engine would sit well in the light MX-5 platform.

The lightest MX-5 will weigh less than a tonne and the

Focus RS blazes trail for all-wheel-drive hot Fords

THE NEW FORD Focus RS's pioneering four-wheel drive system will be installed in more cars, raising the prospect of other performance-orientated all-wheel-drive Ford models.

Ford's All-Wheel Drive with Dynamic Torque Vectoring system is the most significant mechanical upgrade for the new Focus RS over previous generations of the car, both of which were front-wheel drive.

"We've done the hard part in developing it to production," said RS engineering manager Tyrone Johnson. "It would be

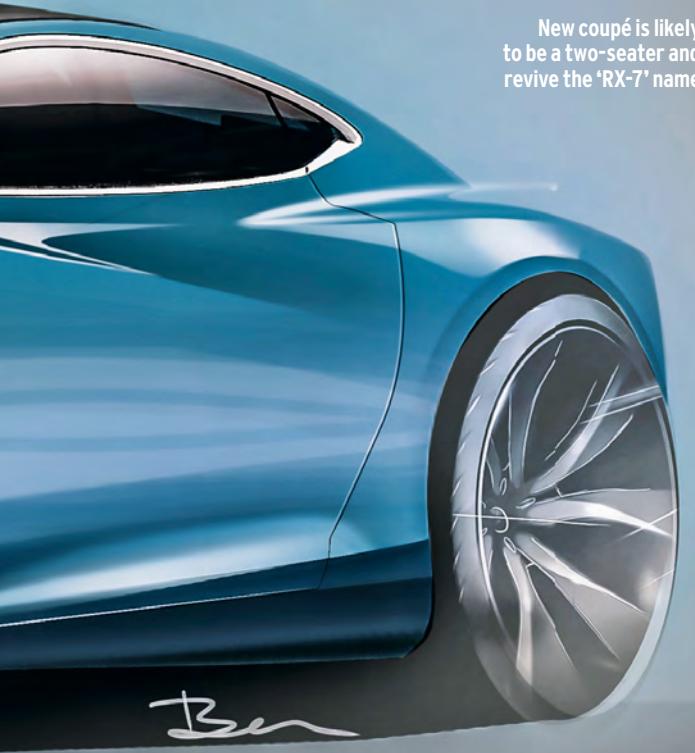
fair to suggest that we'll be looking to use the technology in other ways."

The AWD system is based around twin electronically controlled clutch packs alongside the 'Rear Drive Unit'. The RDU operates like a limited-slip differential and uses sensors that monitor conditions 100 times per second to distribute power continuously between the front and back wheels and on either side of the rear axle. Up to 100% of the available torque can be sent to either wheel.

The system diverts torque to the outer rear wheel during cornering, aiding turn-in and stability. Ford says this "virtually eliminates understeer", and that lateral grip in excess of 1g is possible.

Another staple aspect of the Ford RS range will be manual gearboxes. The firm's global product development boss, Raj Nair, confirmed that the Focus RS will retain a six-speed manual 'box. "Our current research says customers really like these kinds of cars to have a manual gearbox," he said.





New coupé is likely to be a two-seater and revive the 'RX-7' name

for 2020

to coincide with Mazda's 100th anniversary

architecture is one that Mazda is keen to exploit. How well it can be scaled will dictate whether the RX-8 successor will have +2 rear seats, but Saruwatari said Mazda is too small a company to develop another sports car platform.

An 'RX-9' name is unlikely for the new car. Mazda is said to prefer a return to 'RX-7' instead, because the new model is likely to be a two-seater. 'RX-7' is also a more iconic name. However, 'RX-6'

is also the cards to indicate its smaller, purer positioning.

Saruwatari also confirmed that the planned joint venture with Fiat, under which the Italian car maker will produce its own roadster on that platform, is ongoing. It won't use Mazda engines, though, and "you would have to ask them which badge it will have".

MATT PRIOR

» First drive of the new Mazda 2 p29



OFFICIAL PICTURE 

Mazda ponders MPS models but ditches MPV

MAZDA'S MPS HIGH-performance brand remains on hold as the company evaluates exactly what sort of models it wants to launch under the MPS badge.

Speaking to Autocar at the launch of the new Mazda 2, the car's chief engineer, Ayumu Doi, revealed that MPS was a brand Mazda was "always investigating" as it tried to establish how the performance arm would work under Mazda's new Skyactiv technology banner.

Doi said MPS was "not dead" and the firm was evaluating how it could further extend its 'fun to drive' mantra with a new MPS performance model, of which the 2 was one likely candidate.

Mazda has yet to establish exactly what an MPS model will be within the Skyactiv range. The firm could opt for purely more powerful models, or models that place an emphasis on improved



MPS cars are on hold while Mazda decides how to use the brand

driveability, such as the Suzuki Swift Sport, or a combination of both like Ford's Fiesta ST.

Whatever the outcome of the research, Doi revealed that any future MPS model would use uprated versions of existing Skyactiv components rather than any bespoke parts.

● The Mazda 5 will soon go out of production and will not be replaced, company officials have confirmed.

The popularity of this seven-seat MPV has been diminished by five-seat and

seven-seat SUVs, and sales of the model now stand only in the hundreds every year in the UK.

The 5 is still available to order and models do remain in stock, but production is being now wound down and no replacement is forthcoming.

Once the new MX-5 reaches the UK in August, the 5 will be the only Mazda not built on or powered by its Skyactiv technology, and given the popularity of SUVs, the decision has been taken by Mazda not to build another MPV.



Mazda will soon stop making the 5 MPV and won't be replacing it

SKODA GIVES INSIDE LINE ON NEW SUPERB

Skoda has previewed the interior of the new, third-generation Superb, which will be fully revealed later this month ahead of a public debut at the Geneva motor show in March.

Skoda says its aim was to "create a superior inner space, with a more modern, elegant and sophisticated look". The manufacturer's preview reveals leather seats, a touchscreen display with satellite navigation, a refreshed centre console equipped with Skoda's DSG dual-clutch automatic gearbox and a new design of steering wheel that is fitted with controls.

Skoda says the new Superb's exterior will offer "striking, expressive shapes" and make "a visual impact in the automotive mid-class segment".

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Official fuel consumption figures in mpg (l/100km) for the Ford Focus range: urban 32.1-65.7 (8.8-4.3), extra urban 49.6-83.1 (5.7-3.4), combined 41.5-74.3 (6.8-3.8). Official CO₂ emissions 159-98g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

Active Park Assist is standard on Titanium X and available as an optional extra on Zetec, Zetec S and Titanium.



Go Further



Suzuki fixes Celerio brake fault

The firm says it has solved the problem that caused brake failures in Autocar and What Car? tests

Suzuki is working to resolve an issue with the braking system on its new Celerio hatchback, following brake failure on two cars during testing by What Car? and Autocar.

A Suzuki spokesperson told Autocar: "We have a solution to the problem. It has been worked on within Suzuki Motor Corporation." More details about the fix and when it will be carried out on the affected cars will be made available soon.

It is understood that the failure is within the brake

pedal assembly and that the affected part is fitted to only right-hand-drive Celerios sold in the UK, the Republic of Ireland, Australia and New Zealand. Cars sold in India and Thailand are not affected, Suzuki has confirmed.

"With regards to UK cars, we established that 37 had left dealers. We captured them very quickly and they are all off the road," said the spokesperson. "We also halted all dealer demonstrations and other related events."

Suzuki's attention was drawn to the problem following

independent Autocar and What Car? testing of its new budget hatchback. During an emergency stop test, the Celerio's brakes failed entirely, with the brake pedal remaining in the fully depressed position yet having no effect on the car's speed.

Suzuki promptly arranged for collection and inspection of the failed car and also supplied a second car so that testing could continue. However, the second car suffered the same failure and the matter was then quickly escalated within the company.

"Suzuki wants to be completely transparent and show it has reacted as quickly as possible to the problem. Suzuki wants to get it fixed and get customers back in their cars," said the spokesperson.

"This problem has 100 per cent of our attention. Suzuki Motor Corporation is keen to show its honesty and how it has fixed the problem," added the spokesperson.

LEWIS KINGSTON



Jag supercar and tuned Landies in new Bond film

JAGUAR'S C-X75 SUPERCAR will feature alongside other models from Jaguar Land Rover's Special Operations division in the upcoming James Bond film, Spectre.

The film, which is Bond's 24th outing on the big screen, also features the Range Rover Sport SVR and specially modified 'Big Foot' versions of the Land Rover Defender.

The C-X75, developed in collaboration with Williams Advanced Engineering, will feature in a car chase

sequence set in Rome. Autocar understands that, for filming purposes, the C-X75 will be fitted with Jaguar's supercharged 5.0-litre V8 engine instead of its existing 850bhp twin-charged 1.6-litre petrol-electric powertrain.

Scenes involving the 542bhp Range Rover Sport SVR and Land Rover Defender models – which have been fitted with 37in off-road tyres and feature bespoke suspension and body protection systems – have been filmed in Austria.



Range Rover Sport SVR, Jaguar C-X75 and 'Big Foot' Defender will all be seen in action in Spectre

MORGAN HAS 'NEW SUPERCAR'

Morgan will launch what it calls "a new supercar" at the Geneva show next month. A single image is the only clue to the identity of the new model. The picture suggests it could be related to the Aeromax and Aero Supersports vehicles.



INFINITI LINES UP BMW X1 RIVAL

Infiniti has released a teaser image of its new QX30 compact crossover. The model will be launched at the Geneva show as a thinly veiled concept before going into production at Sunderland as a rival to BMW's X1 and Audi's Q3.





Civic Type R: 167mph confirmed

More images and details of Honda's mega-hatch have emerged, including the provisional confirmation of a

Honda has released the first official details of its new Civic Type R ahead of its Geneva motor show debut early next month.

The top speed has been provisionally confirmed as 167mph, which would be enough to make the Civic Type R class-leading against its front-wheel-drive hot hatch peers.

Power will come from a turbocharged 2.0-litre VTEC

engine. Outputs have yet to be confirmed, but insiders have previously quoted figures of 300bhp and 300lb ft.

Helping the Civic Type R to reach that top speed are several aerodynamic aids, sculpted as a result of both extensive wind tunnel testing and computer simulations. Honda promises "exceptional high-speed stability and high levels of downforce" from

these features, which include a flat underside, a front splitter, rear diffuser, large rear wing and deep side skirts. The front bumper has also been designed to cut turbulence at the front wheels, reducing drag.

The complete car is not visible in any single image that Honda has released, but cropped pictures reveal a 7000rpm redline for the engine on the rev counter, as

well as a '+R' button next to the steering wheel that improves engine responsiveness, tweaks the torque mapping to a more aggressive and performance-focused setting, increases the responsiveness of the steering and stiffens the adaptive dampers.

Another cropped image reveals the 19in alloy wheels fitted to the Civic Type R and low-profile Continental

tyres. Stopping power is provided by a high-performance Brembo braking system, with 350mm discs and four-piston calipers up front.

The styling is understood to be little different from that of the extreme-looking Civic Type R concept, pictured here and seen at the Geneva and Paris motor shows last year.

The look of the car is also guided by the need to provide

Hyundai and Kia poised with new compact SUVs

THE NEW HYUNDAI Tucson will make its global debut at the Geneva show next month and has been previewed in this official design sketch.

The Tucson compact SUV will replace the ix35 in Hyundai's line-up. It is described as "a big step forward for the Hyundai brand globally" by the firm's design boss, Peter Schreyer, who also said the model "has a bold and athletic presence and a proud stance".

The sketch shows that the new five-door Tucson will carry many of the design hallmarks seen in the Hyundai range, in particular

the firm's large central grille, as seen on the new Genesis.

Hyundai retired the Tucson name in Europe in 2010 with the launch of the ix35. The name's return reflects the fact that the new SUV will be sold in global markets.

Production of the ix35 is due to finish this summer, Autocar understands, so the Tucson is likely to be on sale before the end of the year.

Hyundai sister firm Kia is also preparing a new version of the Sportage, which will share its underpinnings with the new Tucson.

The Sportage will take styling cues from the KX3

concept shown last year, even though the KX3 previewed a model aimed at the Chinese market.

The disguised test mule (right) features Kia's large 'tiger nose' grille and redesigned headlights and tail-lights. It is also expected to get a revised rear bumper.

A new powertrain option will be offered in the Sportage alongside revised versions of the current 1.6-litre petrol and 1.7-litre and 2.0-litre diesel engines. This could be either a pure electric powertrain or a three-cylinder engine, but a plug-in hybrid system is unlikely.

OFFICIAL PICTURE



SPY SHOT
KIA SPORTAGE





irmed

class-leading top speed

cooling and ventilation to the powerful engine, featuring a large, split front grille and various vents in the proximity of the front wheels.

Honda has revealed that it has so far received more than 100 orders for the reborn Civic Type R ahead of it reaching the UK in late spring. Pricing has yet to be confirmed, but it is expected to be about £30,000.

MARK TISSHAW

Honda to think global, not local

HONDA IS GRADUALLY shifting its product development policy away from developing regional models to producing cars to suit all world markets.

According to well-placed insiders, Honda has concluded that its policy of producing regional variations of models, or models specifically for certain regions, has not been as successful as it had hoped, so it will now develop models suitable for sale around the world. The fact that tastes are to some extent merging across the regions is also driving Honda's decision.

This is the same strategy that Ford has adopted with its 'One Ford' plan, and has long been pursued by most premium manufacturers, but it runs counter to the tactics employed by the very successful Hyundai-Kia combine.

Honda is also likely to source each major model from only one plant in future, the factory in question responsible for producing only that model. Honda's Swindon plant will be one of them in the medium term, but it is not yet clear which model it will build.



Binnacle shows a 7000rpm redline and '+R' setting button

Cooling needs of the turbo 2.0-litre engine are apparent

SPY SHOT

LOTUS EVORA



Lotus Evora revised for a March debut

THE FACELIFTED LOTUS Evora has been spotted undergoing final testing ahead of its planned public debut at the Geneva show next month.

The British sports car firm has already confirmed that it will show a lighter, more powerful version of the Evora in Geneva, a move that could further strengthen its recent sales turnaround.

These latest spy pictures reveal that styling changes will be relatively minor and focused mainly on reprofiled front and rear bumpers. A more prominent front grille can also be seen. Inside, Lotus looks set to keep its twin-dial cockpit layout, although minor improvements to materials and trim are expected.

Lotus chief

executive Jean-Marc Gales has told Autocar that the 2015 Evora will have about 15% more power and less weight than the outgoing model, as well as gaining the styling changes seen in these spy photographs.

The current Evora is powered by a 3.5-litre V6 engine, which is available in both naturally aspirated and supercharged forms. The standard car offers 276bhp and 258lb ft of torque, rising to 345bhp in the supercharged Evora S.



MCLAREN 675LT TO JOIN 650S

The new McLaren 675LT will generate 40% more downforce than the 650S, alongside which it will sit in the McLaren Super Series. The 675LT is to join the core range of McLaren supercars as a more track-focused alternative to the 650S and, as such, will have a range of performance enhancements.

The new model produces 666bhp and 516lb ft from its 3.8-litre twin-turbo V8, which has been revised and features lightweight components and new turbos.

The 675LT will be revealed in full at the Geneva motor show next month.



CHOLMONDELEY DATES SET

The Cholmondeley Pageant of Power will take place on 12-14 June this year. The event is held in the grounds of Cholmondeley Castle in Cheshire and will celebrate the Lotus marque, 1980s exotica, Group B rally cars and US muscle cars.



REVISED PICANTO DUE IN MARCH

The Kia Picanto city car has received a mid-life refresh. There are mild changes to the bumpers and grille, and the interior gets new trim and upholstery options and a redesigned fascia. The facelifted Picanto will go on sale next month.





Kadjar crossover one of five new Renaults for 2015

Renault-Nissan Alliance chief Carlos Ghosn reveals a new-model onslaught from the French firm

Renault says it will launch five new cars in 2015. Announcing the move at the unveiling of the French firm's new Kadjar SUV, Renault-Nissan boss Carlos Ghosn said Renault will bring a new A-segment car, a D-segment saloon and a new pick-up truck to market this year to join the already revealed Kadjar and Espace.

Renault's plans to introduce a new, back-to-basics model in the same vein as the Citroën C4 Cactus were revealed in December with the Value Up concept car. Although at the time Renault said the model would not make it to production, it's known that

elements from the concept – including its new platform – could be used to inform the next generation of Renault's A-segment city cars.

Any new model in the D-segment for Renault is likely to herald the return of the Laguna name. Previously, Renault officials have told Autocar that the next Laguna will come with "fluid and emotional" styling, echoing themes seen on the firm's Captur, Clio, Twingo and Zoe.

The reinvented Espace was revealed at the Paris motor show in September last year, with the MPV morphing into more of a crossover shape. Although the car will be

available in both five-seat and seven-seat guises, neither option will come to the UK in the short term.

Ghosn believes the Kadjar crossover, Renault's version of the Nissan Qashqai, will give the Renault-Nissan Alliance "a scale advantage no one can match" once it reaches full production in Spain and China.

Speaking exclusively to Autocar after unveiling the Kadjar in Paris last week, Ghosn described the car as "an extremely strong product" and "a huge opportunity for Renault". However, he was evasive about predicting the size of its success.

Could this become the best-selling Renault of all?

"That's hard to say. We've tested it with customers and distributors and the response has been extremely strong. It reminds us of the response we had to its sister, the Captur crossover, before that model went on sale. And as you know, Captur now leads its class in France and across Europe.

"What I can say is that Kadjar will be great at

competing with our rivals. It shares a common platform with Qashqai, and this means we can compete with the world's biggest car companies. Our competitiveness in terms of investment and parts cost should be close to the best."

How important is the Kadjar's styling to its success?

"It's vital. This game will be played on the attractiveness of the product. We believe Kadjar has the same styling appeal as Captur, but we have no customers yet, so we can't be certain. With Captur, we had very good feedback, but it was nothing compared with what we have achieved in sales."

Do you believe the crossover market will last?

"It will remain strong. These models offer great versatility, and all our research tells us people really enjoy that. Whether the trend will last 10 or 15 years I can't say, but for the foreseeable future – which means the next four or five years – we think demand will be strong, not just in Europe but around the world. Cars like

these make up one sale in four across the world, and one in three in China."

How are recent currency shifts affecting your companies?

"The volatility began two years ago, and the effect then was negative on both our revenues and our income. Even though the euro has recently moved 'the right way' against the pound and dollar, we're still in adverse territory because of really large declines in Russia and Argentina."

How bad are things in Russia?

"Everyone is hurting. The market was down 11 per cent last year and is forecast to drop another 20 per cent this year. That's a third of it, gone in two years. People usually scream when there's a four or five per cent decline, so you can see just how bad it is. But we will adapt. The potential of Russia is still there. We must maintain a readiness for the take-off that is coming. It is just a matter of time."

Nissan and Renault are great supporters of electric



Kadjar's styling is "vital" for success



Tester's Notes

Matt Prior



They've finally done it, then. After years of holding back the full potential of the Cayman, and tacitly admitting as much, Porsche's management team have finally given the company's engineers the nod to let the mid-engined sports car be all it can be.

The Cayman GT4, which will be officially unveiled at the Geneva motor show next month, will be the first Cayman to get more power than a new 911. At 380bhp, the GT4 is 35bhp more powerful than a 'base' 911 Carrera, hitherto territory that a Cayman has been disallowed to chart, in case it sailed across the path of Porsche's larger, rear-engined car.

For more than half a century, Porsche has so carefully managed the physics of a car with an engine behind its rear axle that it has remained the finest sports car in production.

For the past decade, meanwhile, it has carefully managed the output of the

Porsche's engineers have finally had the nod to let the Cayman be all it can be

inherently better balanced Cayman, so that it doesn't pinch sales from its larger, more profitable brother.

But this moment has, slowly, been coming. The 2011 Cayman R was the first Cayman to get a better power-to-weight ratio and torque-to-weight ratio than a 911. It was brilliant – so brilliant that we named it Britain's Best Driver's Car that year.

Even so, the R was more Cayman 'Plus' than Cayman 'GT3' in character – enhanced Cayman road car rather than

cut-price, stripped-out racer. The only way you'd have been disappointed with that was if you expected it to be like one of Porsche's motorsport-derived cars instead.

I wonder, though, whether ultimately that made the R *more* likely to trouble the minds of those who were wondering whether they'd like to buy a Porsche with the engine in the back or the middle. Yes, they were different, but both made fine everyday sports/GT cars.

I imagine there will be no such concerns this time around. If you're thinking about buying a 911 Carrera, the fact that there is a more powerful Cayman out there for less money is less likely to be a factor when the Cayman in question sits 30mm lower than standard, on 911 GT3 suspension, and has bucket seats from the 918 Spyder hypercar. It should be, in other words, extremely raw, and not like an entry-level 911 at all. This 991-generation Carrera has been nudged a little more towards the grand touring spectrum than ever, and my suspicion is that the GT4 will therefore not affect 911 Carrera sales one iota.

The only question now is whether the GT4 is good enough to alter the course of the 911 GT3. Or, more pertinent, given that the GT3 can only be had with a dual-clutch automatic gearbox and the GT4 is manual only, whether it already has.

cars. What's your current view of the market?

"I'm predicting steady growth from present levels. At first, we were impatient for bigger sales than we see today, but I still believe the market will pick up, little by little. Sales will accelerate from time to time as emissions laws, which are only going in one direction, tighten further."

"Technically, electric cars are a big success. They are accepted worldwide and they're the only serious option as zero-emissions vehicles. Other alternatives lack maturity and cost-effectiveness. So I believe the EV is going in the right direction."

Do you need to have more electric models?

"We don't believe it's a question of adding more cars, although the models we make have a natural lifecycle, so you'll see them being renewed. Our advantage is that we were first in the sector. We have the best understanding of the market and lots of knowledge about how people actually use electric cars."

Don't you need more Renault and Nissan hybrids and plug-ins to support your EVs?

"One type isn't a rival for another. An electric car maker needs a variety of technologies to meet the emissions challenge, but some push particular technologies more than others. You will see some hybrids in our line-up. But we're going to continue to promote the EV market because we think it makes up one of the biggest untapped market areas in the world today."

Your partner in the sports car Alpine project has departed, and demand for sports cars is low in the modern market. How are prospects?

"Sports cars are certainly niche, but they still have an enthusiastic following. Alpine is a great name, so we see it as an important asset. We're still working on the cars, but we'll be ready to talk fairly soon."

Do you think Alpine can be profitable?

"This [long pause] is what we are studying..."

STEVE CROPLEY



Cayman R won our 2011 Britain's Best Driver's Car

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There has never been a better time to go enjoy a brand new MG. From only £8,399 OTR the MG3 has loads of exciting extras as standard including distinctive LED daytime running lights and USB/AUX input. With over one million personalised combinations to discover, you really will get more MG for your money.

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MG3 Fuel consumption mpg (1/100km) for MG3 Range: Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined 48.7 (5.8), CO2 Emissions 136 g/km.

MG6 Fuel Consumption mpg (1/100km): DTi-TECH Urban: 48.7 (5.8), Extra Urban: 64.2 (4.4), Magnette: 59.0 (4.4), Combined: 57.6 (4.9). CO2 Mass Emission (Combined) 129 g/km.

Models shown - MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. MG6 DTi-TECH TSE in Regal Red at £19,995. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £16,995 applies to the MG6 DTi-TECH S with no optional extras. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. From prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: figures shown are based on official EU test results and are to be used as a guide for comparative purposes and may not reflect actual driving results. For more information on MG3 and MG6 please visit mg.co.uk



A Week In Cars

Steve Cropley



Renault boss Carlos Ghosn is impressive for his laser focus

MONDAY

Wonderful week for new cars. Started with a day trip to Paris to watch Renault chief Carlos Ghosn unveil the new Kadjar crossover, which follows the familiar modern pattern of being an appealing model with a funny name, because all decent 'handles' have been taken. In a quick one-to-one, I found Ghosn surprisingly cagey about the car's sales potential – more cagey than I would be on his behalf, because the model looks great and its underbits are not only well proven, but proven desirable by record-breaking sales of the Qashqai, the Kadjar's Nissan twin.

Interviewing someone like Ghosn is nerve-wracking, because his answers are so fact-packed and precisely edited that you need all your concentration either to pick up on what he's just said or to move to a new subject and make best use of your time available. Up close, Ghosn seems so focused that he makes a magnifying glass look like the bottom of a Coke bottle. But I can't help wondering how this extraordinary bloke, around whom an industry revolves, will cope with retirement, only a handful of years away.

Crossman's concern is that Honda is unfairly seen in the UK as a failing enterprise

TUESDAY AM

Quick sojourn on favourite roads in a 3.6-metre surprise package called the Hyundai i10, my favourite of the current tines. One minute it feels big (cruising motorways), the next it feels small (when you're sticking it down country lanes at speeds that would daunt

anything bigger and wider). Fully loaded, an i10 costs a paltry £10,800, yet you could drive it around the world in ease and comfort, enjoying every mile.

TUESDAY PM

Uplifting hacks' dinner with Honda UK boss Philip Crossman and his management team, who laid out an impressive UK recovery strategy that involves launching six new cars in the next six months: CR-V, Civic, Civic Type R, HR-V, Jazz and NSX. That's quite a line-up.

Crossman's concern is that Honda, which makes 4.4 million cars a year and spends a cool £3.5 billion on R&D, is unfairly seen in the UK as a failing enterprise, because in recent years it has been hit by a catastrophic decline in the yen



Hyundai i10 is a cracking little car

And another thing...

At Lotus, spotted this active-ride Esprit prototype in which I was once driven flat-chat around Brands by Nigel Mansell. Still have the taped interview featuring lots of tyre squeal.



plus a couple of huge natural disasters that decimated key factories and delayed vital products. Business abruptly halved from the halcyon, 100,000-a-year days of 2007-2008. Better times are coming, though, and for this closet Honda fan (11 Honda motorbikes and counting) that's exciting.

WEDNESDAY

Morning pow-wow to put the finishing touches to Autocar's bigger, better motorsport coverage, which is about to begin. Rather than running a sport column, we've decided to dedicate the space (and more) to features and track tests that will embrace both F1 and other fascinating codes and characters. We're well stocked with ideas, but if you have a suggestion burning a hole in your pocket, as it were, our

head of content, Matt Burt (matt.burt@haymarket.com), would love to hear it.

THURSDAY

Up early to beat the traffic on a trip to Lotus to try the new paddle-shift Exige S. It's not exactly a new car, but there hasn't been a two-pedal version before. High-achieving Lotus boss Jean-Marc Gales (who is about to deliver the first stage of his promised expansion by hiking his first year's sales by 63% to 2000-plus units) reckons the model could add as much as 40% to Exige volume, because Far Eastern demand for self-shifters is so strong. I found the car perfect for beating up the ancient, skinny roads of Norfolk; in a car weighing not much more than a tonne and with 345bhp, it helps to be able to keep two hands on the wheel.

steve.cropley@autocar.co.uk

@StvCr

FIRST DRIVES

This week's new cars

QUICK FACTS

PRICE £33,000 (EST)
ON SALE JUNE



Audi TT Roadster 2.0 TFSI

3.2.15, Palma, Majorca TT gains open-air appeal at the expense of two rear seats and little else

You want an Audi TT. You like a bit of open-air action, but you're worried that opting for the fabric roof – at a premium of about £1700 over the coupé – might make the whole thing feel a bit soggy to drive. Well, fear not.

Measures have been taken to ensure that removing the roof doesn't also remove the fun. These include the use of extra moulded aluminium struts around the base of the A-pillars, sides and underside. In total, the revisions have added about 90kg to the already fairly lightweight and rigid TT. The roadster's roof, which weighs a modest 39kg, can be raised or lowered at road speeds of up to 31mph in just 10 seconds.

This 2.0 TFSI will be the biggest-selling engine, and we're driving it complete with front-wheel drive and a six-speed dual-clutch automatic gearbox, a combination that will be available to order from next month.

It is impressive how unaffected

the TT is by its roof removal. Sure, you get the odd quiver through the body over awkward camber changes and rutted, undulating surfaces, but during road use the roadster is virtually as good to drive as the coupé, and that's saying something.

The light, variable-ratio steering gets quicker as you apply more lock, making it easy to execute dramatic direction changes with precision, just as it also makes light work of an urban mooch. There are more communicative, natural-feeling steering set-ups out there, but the TT gives you confidence in what the front wheels are doing and how much grip there is to play with.

Even in this front-wheel-drive model, grip is not something that's in short supply. Of course, you'll get plenty of understeer if you plough into a corner too quickly, but the TT is poised and grippy, with good brake feel to help get the weight balanced properly. The only uncouth attribute this car has is its tendency to spin its

wheels very easily under moderate to heavy throttle inputs in anything but bone-dry conditions. Adding Audi's quattro four-wheel drive (for about £2000 extra, and only with the S tronic gearbox) sorts this out and could be worth it if you deal with dodgy rural roads frequently. Even with quattro, the TT's first response in heavy cornering is to understeer,

The Audi is a lot of fun yet easy-going. It ticks all of the practical and financial boxes, too



Fabric roof can be stowed or raised in just 10 seconds, at road speeds of up to 31mph



The dashboard has been transplanted from the coupé, including its high-tech digital instrument display, and adds to the car's classy atmosphere



There's a bit of back-draft bluster with the top down and a wind deflector is an extra £425, but the automatically deploying spoiler is standard

but appropriate throttle feathering cures that, and you can even tickle it into lift-off oversteer.

The roadster has a slightly different damper set-up from the coupé's, and the resulting ride cushions the worst bumps while restraining untoward body roll. Certainly, on Majorca's impressively smooth roads, it seems that the standard set-up is more than good enough to make the S line suspension or optional adaptive dampers unnecessary additions.

This engine is really flexible and delivers vigorous thrust from low revs, accompanied by a reverberant, hollow moo from the exhaust that entices you to stretch through the rasping tones of the upper revs.

We'd go for a manual gearbox, simply because it's more fun, but for those more conscious of ease of use than driver reward, the S tronic slurs through the ratios smoothly and is quick-witted and enjoyable with a bit of flappy-paddle action.

Refinement is no barrier to daily enjoyment. The fabric roof is heavily insulated and keeps wind noise to a subdued flutter, although you get a fair bit of wind coming over the back deck with the top down, so it's a shame that the retractable wind deflector is a £425 option. Rear visibility is hampered by the roof when it's up, too.

The dashboard is a wondrously high-tech affair that is unchanged from the coupé, so you get the huge digital display that encompasses the crucial dials and all ancillary readouts within the driver's binnacle.

The comically tiny back seats of the coupé make way here for an enclosed area into which the roof neatly tucks itself, leaving a useful 280 litres of boot space (down from 305 litres in the tin-top) – more than enough for normal daily use.

Overall, if you're in the market for this TT, you're probably considering it against lower-end petrol versions of the Mercedes-Benz SLK or BMW

Z4 and, on this evidence, we'd say the TT is the better package.

It's not the last word in dynamic zing, but then neither are its rivals, and the Audi is a lot of fun while also being easy-going. It has all of the practical and financial boxes ticked,

too, including solid residuals, a competitive list price and reasonable running costs. No need to make a head versus heart decision, then, even if this is a 'want one' kind of car. You want it? You'll love it.

VICKY PARROTT

AUDI TT ROADSTER 2.0 TFSI S TRONIC

It loses the coupé's useless rear seats but is otherwise near enough uncompromised by the conversion



Price	£33,000 (est)
Engine	4 cyls, 1984cc, turbo, petrol
Power	227bhp at 4500-6200rpm
Torque	273lb ft at 1600-4300rpm
Gearbox	6-spd dual-clutch automatic
Kerb weight	1350kg
Top speed	155mph
0-62mph	6.1sec
Economy	42.8mpg (combined)
CO ₂ /tax band	153g/km, 23%



0% APR.* ZERO DEPOSIT.

REPRESENTATIVE



MAZDA3



Offer now includes £500 Mazda Deposit Contribution and is available on Mazda Personal Contract Purchase. For more information or to book a test drive, search Mazda3. DEFY CONVENTION.

MAZDA

The official fuel consumption figures in mpg (l/100km) for the Mazda3 range: Urban 37.7 (7.5) - 60.1 (4.7), Extra Urban 58.9 (4.8) - 80.7 (3.5), Combined 48.7 (5.8) - 72.4 (3.9). CO₂ emissions (g/km) 135 - 104.

The mpg figures quoted are sourced from official EU-regulated test results obtained through laboratory testing, are provided for comparability purposes and may not reflect your actual driving experience. Retail sales only, subject to vehicle availability for vehicles registered between 01.01.15 and 31.03.15 at participating dealers. T&C apply. *0% APR finance available on all Mazda3 models over 24, 30, 36 or 42 months. You will not own the vehicle until all payments are made. Finance subject to status, 18s or over. Guarantee/Indemnity may be required. Mazda Financial Services RH1 ISR. Model shown: Mazda3 120ps Sport Nav, OTR from £20,195. Model shown features optional Soul Red Metallic paint (£660). OTR price includes VAT, number plates, delivery, 12 months' road fund licence, first registration fee, 3 year or 60,000 mile warranty and 3 years' European roadside assistance. Test drives subject to applicant status and availability. Details correct at time of going to print. Not available in conjunction with any other offer unless specified.

QUICK FACTS

PRICE £72,523
ON SALE EARLY MARCH

Porsche Cayenne GTS

4.2.15, Sweden The most driver-focused Cayenne ditches V8 power for a twin-turbo V6

Our experience of the latest Porsche Cayenne, in all its forms, continues. This time around, in Sweden of all places, it's the turn of the GTS, the wilfully sporty (but not the fastest) version of Porsche's best-selling model.

For most people, the standard Cayenne is plenty sporty enough. Even the diesel-engined variants tend to feel seriously brisk. With the GTS, however, the Porsche engineers assume you're a special kind of patriarchal head case and perform a series of tweaks that include lowering and stiffening the steel coil-sprung suspension (slightly less if you opt for air springs).

The aim is tighter body control and superior lateral grip. Previously, this racier attitude came with perfectly matched propulsion in the shape of Porsche's naturally aspirated 4.8-litre V8 – a combination that positively radiated performance heft.

Predictably, that engine is now considered as dirty and as outdated as an oil-burning street light and has been replaced with the same twin-turbo 3.6-litre V6 that we've sampled in the cheaper Cayenne S.

Except that it isn't quite same, because Porsche has tweaked the software code to get an additional 20bhp out of it – 20bhp more, in fact, than the old V8 developed. It does this while emitting about 23g/km less CO₂ and managing greater distances between fuel stops.

It also makes the car handily lighter – by about 120kg over the latest Turbo. The GTS also has the 20in RS Spyder alloy wheels, deeper sills, fatter arches and larger air intakes that typically go with the badge.

Inside, mostly thanks to the Alcantara on the doors, pillars and rooflining, the GTS feels expensively athletic, like wearing a Gore-Tex-lined trail shoe. Not covering the

steering wheel in the stuff seems like a missed opportunity, though.

Like all Cayennes, it's as well insulated as a hobbit hole and just as snug. Sweden's snow-covered roads are not the best place to evaluate ride quality, but the suggestion is that the GTS chassis compromise is very well judged indeed.

The V6 engine follows suit. It's responsive, eager and far quicker than the old V8 from low revs. It's very refined, too. Twinned with an excellent eight-speed automatic gearbox, the accumulation of crank speed would almost be syrupy if it weren't accompanied by so much torque – 442lb ft from just 1600rpm.

The engine isn't shy at the top end, either, although above 5000rpm, where the torque spirals away, is possibly where an enthusiast might start to pick holes. Its last 1500rpm is a determined, slightly restrained final emptying of the lungs. So

particularly keen drivers no longer have such a compelling reason to sample the engine's redline, which, if nothing else, makes it that bit harder to differentiate the model from its stablemates.

That distinctiveness is clearly crucial when you consider the premium the GTS commands over the car that shares its engine. The Cayenne S, only modestly less punchy, is about £12k cheaper.

Obviously, there's trim and spec levels to consider, but the improved handling characteristics on offer are impossible to judge on snow. As a result, our final verdict on the GTS is still very much to come.

NIC CACKETT

PORSCHE CAYENNE GTS

Hyper-smooth and quick with its new V6 powertrain, but not necessarily soulful



Price	£72,523
Engine	V6, 3604cc, twin-turbo, petrol
Power	434bhp at 6000rpm
Torque	442lb ft at 1600-5000rpm
Gearbox	8-spd automatic
Kerb weight	2110kg
Top speed	163mph
0-62mph	5.2sec
Economy	28.8mpg (combined)
CO₂/tax band	228g/km, 35%



There's lots of Alcantara inside but none on the steering wheel; the turbocharged V6 delivers plenty of performance from low revs





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Verso Icon 7-Seat MPV 1.6 D-4D Manual (6-Speed). Official Fuel Consumption Figures in mpg (l/100km): Urban 51.2 (5.5), Extra Urban 72.4 (3.9), Combined 62.8 (4.5). CO₂ Emissions 119g/km. The mpg and CO₂ figures quoted are sourced from official EU-regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience. Model shown is Verso Icon 7-Seat MPV 1.6 D-4D Manual (6-Speed) at £21,995.00. Prices correct at time of going to press.

*0% APR Representative only available on new retail orders of Verso (excluding Active) when ordered between 16th December 2014 and 31st March 2015 and registered and financed through Toyota Financial Services by 30th June 2015 on a 36 month AccessToyota (PCP) plan with 0-32% deposit. ^Payment shown is based on a 36 month AccessToyota contract with £6,007.50 customer deposit and Guaranteed Future Value/Optional Final Payment. Toyota Financial Services (UK) PLC; registered office, Great Burgh, Burgh Heath, Epsom, Surrey KT18 5UZ. Authorised and regulated by the Financial Conduct Authority. Indemnities may be required. Finance subject to status to over 18s. Other finance offers are available but cannot be used in conjunction with these offers. Excess miles over 30,000 miles charged at 9p per mile. Toyota Centres are independent of Toyota Financial Services. Terms and conditions apply. Affordable finance through AccessToyota. 5 year/100,000 mile manufacturer warranty subject to terms and conditions.



QUICK FACTS
PRICE £15,995
ON SALE MARCH

Mazda 2 1.5 115PS

2.2.15, Barcelona Likeable supermini shows what it can do with a more powerful petrol engine

Early drives in the new Mazda 2 have revealed it to be a very fine supermini indeed, but not quite a class-leading one – the seemingly unstoppable Ford Fiesta entering a seventh year as leader of the class.

Ahead of the new 2's imminent UK launch, we've now had a chance to sample another, more potent flavour of it, those earlier drives having been limited to the mid-range 89bhp 1.5-litre petrol version.

That normally aspirated engine is also offered with an entry-level output of 74bhp or in the range-topping 113bhp guise tested here, the more powerful one promising to give the 2 the extra bit of fun factor needed to topple the Fiesta. A 1.5-litre Skyactiv diesel is also offered.

The top-spec engine goads you to rev it to access the performance,

making it entertaining if you can keep the momentum going. The motor is mated to one of the slickest manual gearboxes in the class, the six-speed unit encouraging positive shifts. Drive it at lower revs and it's altogether much smoother and more relaxing.

So the 2 feels good to drive, not only because of its powertrain but also because its steering is well weighted and allows the car to be placed accurately on the road. Turn-in is sharp and the ride comfortable. It gets the basics right, in other words – not something that can be said for all of its rivals.

This version suffers from the same problems as the lower-powered ones, mind, namely little low-end torque and overly long gearing, which makes getting anywhere in a

hurry a real effort. The flipside to that willingness to be pushed is that the engine can be surprisingly vocal. At faster motorway speeds, engine noise never entirely fades into the background.

Mazda is keen to emphasise its strategy of "right-sizing the engine rather than downsizing", which has its benefits, with real-world economy in the early 50s, for example. However, you can't help but miss the extra zest, charm and better low-end shove that Ford's three-cylinder turbo Ecoboost provides. Stick one of these in the 2 and I've a sneaky suspicion that the 2 would really give the Fiesta something to worry about.

The 2's interior is a huge improvement on the old car's in design and perceived quality, and it has an infotainment screen that is

controlled by a rotary knob next to the handbrake. The sat-nav provides some of the clearest mapping out there and clearly spoken instructions that won't leave you reaching for the mute button – more evidence of the basics being done well.

This range-topping 2 has plenty going for it, then. It's a true all-rounder in the class and is likely to be a fine car to own, albeit pricey in this guise next to its equivalent key rivals.

The Fiesta remains the best car in the class to drive, but the 2 deserves to be at the top of your supermini shopping list.

MARK TISSHAW

Mazda 2 1.5 115PS Sport Nav

A fine all-rounder; good if not fun to drive in range-topping petrol form



Price	£15,995
Engine	4 cyls, 1496cc, petrol
Power	113bhp at 6000rpm
Torque	109lb ft at 4000rpm
Gearbox	5-spd manual
Kerb weight	1055kg
Top speed	124mph
0-62mph	8.7sec
Economy	56.5mpg (combined)
CO₂/tax band	117g/km, 16%



New 2 looks and feels much better inside than its predecessor; 1.5-litre engine rewards those willing to rev it, but it's quite vocal



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997 GT3 UP » 436 BHP
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CAYENNE GTS » 440 BHP
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C63 AMG » 530+BHP (+DE-LIMIT)
SL63 AMG » 560+BHP (+DE-LIMIT,
RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DE-LIMIT)
SLK 350 » 328 BHP
220 CDi ALL MODELS » 210+ BHP
250 CDi ALL MODELS » 259+ BHP
320 CDi V6 » 274 BHP
350 CDi V6 » 312 BHP
420 / 450 CDi V8 » 358 BHP

BMW

M5/M6 F10 » 620+ BHP
M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618 BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M3 E46 » 370 BHP (+DE-LIMIT)
F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
730D » 290+ BHP
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Lotus Exige S Roadster auto

4.2.15, Hethel Most focused Lotus roadster gains a six-speed automatic and paddle shifters

Modern sports car buyers love automatic gearboxes. This much we know because so many successful makers now sell cars in south-east Asia, where such transmissions are popular, and because even Europeans have come to enjoy the self-shifting properties of the many dual-clutch automatic cars now on the market.

So sure is Lotus that even its rawest and most focused model – the 1.2-tonne, 345bhp supercharged Exige – will attract more buyers with a self-shifter that it has built such a car, using a conventional Aisin six-speed automatic 'box but giving the driver exceptional control over gearchanging by using its own control software and providing an elegant pair of alloy shift paddles.

The Exige is related to the Elise, but it's styled differently and is a

little longer in the wheelbase. The biggest difference is its Toyota-derived 3.5-litre V6 petrol engine, which has control software and a supercharger designed by Lotus. The auto 'box adds £2000 to the price and is offered as an option on both coupé and drop-top versions of the Exige.

The automatic Exige is almost exactly as quick as the manual version. It's capable of 0-60mph in a deeply impressive 3.8sec and 0-100mph in just 9.2sec, and the performance is easily deployed using a superbly weighted accelerator pedal and a hard-pressed traction control system. In fact, the best thing about this car is its easily accessible performance; not many performance cars as low and small as this can go as fast, and the thrust continues unabated well beyond 120mph.

All Exige Ss come with a selector

offering three driving modes: Off, Standard and Sport, which adjust chassis stability, throttle 'alertness' and the exhaust note. Sport seems most interesting since it allows some cornering slip on the limit, while rescuing you from disaster, and a sporty exhaust note most of the time.

For track-minded enthusiasts, there's an extra-cost Race setting, the set-up that Lotus's talented band of engineer-hotshoes have devised to make the car go around a track as quickly as it can. The rest of the car certainly supports such use, with unassisted steering that's superbly accurate and perfectly weighted at speed, plus brakes that are hugely powerful and easy to modulate.

The seats are spare but comfortable. The cabin feels snug and businesslike but distinctly old-fashioned against something like a

Porsche Boxster. But in the Lotus, the performance dominates, as intended. The equivalent Porsche feels rather large and even a little cumbersome by comparison, although it is far better protected from effects like wind noise than the Lotus.

Still, this is a small, none-too-versatile sports car that's showing its age in some ways, and a price approaching £60,000 is solid indeed. If you want a brisk cruiser, there are better options, but if you truly desire the Exige's exceptional performance-with-roadholding, it probably looks like a bit of a steal.

STEVE CROPLEY

LOTUS EXIGE S ROADSTER AUTO

Exciting but pricey; slick-shifting six-speed automatic only makes the Exige better



Price	£56,600
Engine	V6, 3456cc, supercharged, petrol
Power	345bhp at 7000rpm
Torque	295lb ft at 4500rpm
Gearbox	6-spd automatic
Kerb weight	1182kg
Top speed	145mph (governed)
0-60mph	3.8sec
Economy	29.4mpg (combined)
CO₂/tax band	222g/km, 35%



In the spartan cabin, the paddle shifters don't move with the wheel; supercharged V6 puts out 345bhp and thrives on higher revs



QUICK FACTS
PRICE £40,000 (EST)
ON SALE APRIL



Kia Sorento KX4

2.2.15, Sitges, Spain This new generation of Sorento ramps up the comfort and sophistication

When it arrived in 2002, Kia's flagship SUV was a large and rather crude body-on-frame vehicle, popular for its good looks, low price and mammoth towing ability. But Kia soon turned the Sorento into a more sophisticated, monocoque 'urban' model.

With this third-generation Sorento, in UK showrooms this spring, it has begun chasing sophistication in earnest while continuing to provide the previous models' space and utility. The Sorento now has a bigger and more stylish body, improved interior quality and equipment and the promise of better dynamics.

All of this comes at a cost, though. There will be a price hike of about five per cent across the range, so the entry-level KX1 will cost about £29,000 and the KX4 we drove –

fully loaded with gadgets such as park assist, radar cruise control and lane departure warning – will break the £40,000 barrier.

Mind you, it's not all sophistication. Sorentos will be sold in the UK with just one engine: a Euro 6 version of the faithful, slow-revving, four-cylinder 2.2 CRDi that develops 197bhp at 3800rpm, plus 325lb ft from 1750-2750rpm.

The first thing you notice about the new Sorento is that it's bigger than before. Kia has modified the underpinnings of the outgoing model so that the wheelbase is now 80mm longer and overall length has grown by 95mm (to 4780mm). It's also a shade wider and a little lower, but there are considerable gains in head room and rear leg room.

Kia is on an all-out hunt for refinement, so the suspension

parts are familiar but the subframe mountings have been enhanced. The electric power steering servo motor has been shifted from the steering column to the rack, nearer the action, in order to improve precision, and soundproofing occupies well over double the area it once did.

The result is a very quiet and smooth-riding car, as far as one can judge on the smooth roads of Spain. The steering is certainly an improvement. The handling bias is tilted towards mild understeer (in the wet, you can reach the limits of the standard ESP), but there is good dry grip and the brakes seem powerful and easy to modulate.

The engine provides smooth, flexible performance, the Sorento cruising quietly thanks to its tall gearing. Acceleration (in heaviest KX4 guise with the optional

six-speed automatic gearbox fitted) is quite decent, with a claimed 0-62mph time of 9.6sec.

The new Sorento has the practicality and easy demeanour to fit happily into many a UK family. Judged against even the best standards, it is comfortable and quiet, and the seven-year warranty provides another inducement.

It doesn't have the name appeal and genuine off-road ability that comes at extra cost in a Jeep or Land Rover, but if it's a hard-working and spacious SUV you want, it'll be hard to look past the Sorento, even at the higher (but as yet unspecified) prices.

STEVE CROPLEY

KIA SORENTO KX4 AUTO

Third-gen crossover is improved on all fronts, especially space, refinement and cabin quality



Price	£40,000 (est)
Engine	4 cyls, 2199cc, turbodiesel
Power	197bhp at 3800rpm
Torque	325lb ft at 1750-2750rpm
Gearbox	6-sp'd automatic
Kerb weight	1849kg
Top speed	127mph
0-62mph	9.6sec
Economy	43.5mpg (combined)
CO ₂ /tax band	172g/km, 30%



Perceived quality has taken a jump forward in the roomier cabin; cruising ability is aided by a smooth, quiet engine and supple ride

MANUFACTURER'S CLAIMED FIGURES

Infiniti Q70 2.2D

3.2.15, London A revamp for Infiniti's 5 Series rival includes a new four-cylinder diesel engine

Infiniti's large executive saloon, the Q70, has been given a facelift for 2015, aimed at improving refinement and turning it into a car that warrants consideration against talented rivals such as the Audi A6, BMW 5 Series and Mercedes-Benz E-Class.

Alongside a freshening up of trim levels and sharpening of the car's looks, the big news is the arrival of a Mercedes-sourced four-cylinder diesel engine. Previously, the only diesel offering in the Q70 was a 3.0-litre V6 that was too dirty and expensive to genuinely tempt buyers.

The changes give the Q70 line-up an altogether different complexion. The four-pot diesel engine allows a significantly lower starting price for the range (£32,650, rather than around £40k) and promises much-improved fuel economy (a claimed

average of 57.6mpg) compared with the diesel V6, which remains in the line-up. That's good news for company car buyers.

The Q70's interior is a very nice place to be. While a little fussy in places, with a lot of buttons on a lot of surfaces, it feels plush and nicely put together. Visibility out is generally good and the range of adjustment on the front seats means that even the most fussy occupants will easily get comfortable. With the front seats pushed all the way back, you can still squeeze a pair of six-footers into the rear seats, too.

Comfort is what this car is good at. The suspension happily smooths out poor road surfaces, insulating the occupants from all but the most severe chasms in the road surface.

If you want a car to drive enthusiastically, however, this is

not it. The Q70 is comfortable and composed, rather than dynamically adept. If you try to press on down a twisty road, the Infiniti feels big and ungainly. A BMW 5 Series is more rewarding to drive.

Performance from the 2143cc diesel engine is perfectly acceptable. The 168bhp output doesn't look particularly generous, but the Q70 never feels slow or short on puff. The seven-speed automatic gearbox can be wrong-footed at times, but in general there isn't much to complain about. The car is quick enough off the mark in town and happily tramps along at motorway speeds.

The four-pot diesel engine can be vocal at low speeds and when it's under load, but it's no worse than the equivalent BMW unit, and the noise fades right away at motorway speeds.

In terms of practicality, the Q70 comes up short in comparison with all of its main rivals. Its 450-litre boot volume is some way adrift of the 5 Series' 520 litres, for example, and the rear seatbacks don't fold down to extend the boot's length, although you do get a ski hatch instead.

The Q70 is never going to be the default choice in a segment where so much of the shortlisting process is done by the car's badge. Most of its main rivals remain better to drive, too, but if you're prepared to look past the usual suspects, this facelift makes the big Infiniti a far more enticing prospect than before.

NIGEL DONNELLY

INFINITI Q70 2.2D PREMIUM TECH

It'll never be the default choice, but the Q70 is now a more credible alternative to its German rivals



Price	£36,750
Engine	4 cyls, 2143cc, turbodiesel
Power	168bhp at 3200-4200rpm
Torque	295lb ft at 1600-2800rpm
Gearbox	7-spd automatic
Kerb weight	1896kg
Top speed	137mph
0-62mph	8.9sec
Economy	57.6mpg (combined)
CO2/tax band	129g/km, 21%

MANUFACTURER'S CLAIMED FIGURES



Fascia is festooned with buttons, but the cabin is roomy and comfortable; dynamically, the ungainly Q70 is no match for a 5 Series

QUICK FACTS
PRICE £36,750
ON SALE NOW



VALUE: ADDED

THE NEW MITSUBISHI L200 CHALLENGER

Creating something special from something straightforward is a nice way to make a living. From a yard near Exeter, Ben Prior handcrafts slate kitchen worktops for those folk who understand the practicality and surprising affordability of this stylish blue-black rock.

To fetch raw slate from the Delabole quarry in North Cornwall, Ben has been using an L200 4Life, one of the entry-level versions of Mitsubishi's legendary pick-up – but that's about to change. And he's after another L200: with a one-tonne payload and the option to tow up to 2,700kg – the 4Life has always been ideal for his works.

over the past few years, has been a lot. But the really big L200 Challenger bonus isn't in its ability to fulfil all Ben's work needs. It's in its ability to work as a family car too.

Its specification would not look out of place in a much more expensive model – look at this lot: climate controlled air-con; chrome trim; 17in alloys; side steps; privacy glass; auto wipers and lights; electric windows; front skid plate; rear bar; central locking; a central info display with a surprisingly useful compass. And there's built-in Bluetooth for Ben's business phone. He can even have leather seats.

"THE CLINCHING L200 DIFFERENCE IS VALUE. YOU'D EXPECT TO PAY MORE FOR MORE – HERE YOU PAY LESS AND GET MORE"

Ben had planned to cash in on the high residual value of his 4Life and replace it with another – till he heard about the L200 Challenger.

This new L200 model loses none of the 4Life's do-it-all functionality but has an improved 3,000kg towing capacity, Super Select 4WD and a high-torque 175hp diesel engine that delivers strong performance and everyday MPG figures in the high 30s.

This is a strong combination that gives Ben the best chance of getting through whatever nature throws at him – which, in England's West Country

The clinching L200 Challenger difference is value. Normally, you'd expect to pay more for more – but the L200 Challenger's financial proposition is less for more. With a five-year warranty, it comes in at under £16,500 excluding VAT. "My work's all about adding value to something," says Prior. "I expect to get the same from the businesses I patronise. With this new L200 I'll get that. I'll have all the utility I need, plus a great spec that make work trips more relaxing and productive, and my family can enjoy it too."

THREE THINGS TO LIKE ABOUT THE NEW L200 CHALLENGER

There's nothing new about the idea of injecting luxury into a workmanlike pickup. What is new about the L200 Challenger is that it combines fun and function at a great price. How does L200 4Life owner Ben Prior see it?

1



IT'S A WORKHORSE

"I've never had any trouble with my 4Life and I expect no change with the L200 Challenger. It makes perfect sense to me and to my accountant."

L200 CHALLENGER KEY FACTS

PRICE FROM £16,499 +VAT

ENGINE 175BHP

ALLOY WHEELS 17in

Pop in and see your local dealer for more information or visit www.mitsubishi-cars.co.uk



2



IT'S A CAR

"My L200 4Life is great but at the end of the day it's a work vehicle. The L200 Challenger is different. A quick hose down and it's a real family car."

3



IT'S INCREDIBLE VALUE

"I don't know or care about how Mitsubishi has put together this package so cheaply but it's a no-brainer. It's my next truck."

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GT3's A CROWD

Is there room between the superb 911 GT3 and Cayman GTS for another landmark Porsche? **Matt Saunders** sees if the new 911 GTS fits that slot

PHOTOGRAPHY LUC LACEY

Foreman's power with Hagler's chin, Jagger's strut and Jimi's virtuosity. A tender fillet steak that tastes like rump. Maybe that's what we're in the company of with the new Porsche 911 Carrera GTS. Just maybe.

By parachuting a new performance derivative into the gap between its greatest existing sports cars, Porsche seems to have attempted to split the difference between the 911 GT3 (third at last year's Britain's Best Driver's Car) and the Cayman GTS (fourth at BBDC 2014). To have created,

perhaps, a car with most of the awesome power and purposefulness of the 911 GT3, as well as the playfulness and accessibility of the Cayman GTS. If such a thing is even possible. The very idea seems a naïve, wishful simplification.

Naïve or not, it's reason enough to get the three together and investigate the credentials of this relative unknown. The 911 GTS has landed. And to give it every chance, we've headed to some of the greatest driving roads in the UK, across the Brecon Beacons – but only to those ➤



Three Porsche sports cars (and cold testers) await the roads of the Brecon Beacons





**Every flick of the
Cayman's steering
gives sublime
directional response**

The 911 GTS has high-rev thrills, the Boxster more mid-range thrust



roads. No track space has been granted for the 468bhp GT3 to warm its Cup tyres, stretch its legs and blow its less powerful brethren into the weeds. There's just a narrow ribbon of mountain pass in a typical Welsh mid-winter, and one overriding question hanging in the air like the mist over the valley below: how much room can these two incredible driver's cars possibly leave for a third?

'Not much' was my initial instinct. But then you glance at the technical specs and spare a thought for the context into which the new GTS is coming. And, for a while, you wonder.

Remember the stink kicked up in certain corners of the specialist automotive media about the lack of a manual transmission option with the GT3? Well, the GTS gets one – and not just any one, but the seven-speed manual of the current 991 generation of the 911, respecified and retuned for better shift feel.

Next, get this: according to Porsche, the GTS is lighter than the GT3. Only by 5kg, but that's before you've had the 'club sport' half-cage bolted into the back of the GT3, whose lightweight panels, forged wheels and pared-down cabin are evidently offset by the weight of that PDK gearbox and more complicated chassis tech.

That's to say nothing of the 911 GTS's real selling point relative to its bigger brother: usability. Generations

ago, Porsche offered its GT3 track day hero in a more pragmatic 'comfort' specification. Not so any more.

The cue for our get-together, then, is a 911 that's faster and considerably more powerful than an original 996 GT3, but with added civility and more creature comforts. Aside from all that, its make-up isn't at all complicated. This is ostensibly a Carrera S with the optional 'power kit' engine upgrade, the same wide body and axle tracks as the Carrera 4 and GT3, and a PASM adaptive suspension system with 10mm of ride height taken out and some firmer settings put back in. It also gets all of the mechanical must-haves of the 991 options list (sports exhaust, dynamic engine mounts, torque vectoring and a limited-slip differential) fitted as standard.

The specification of the other two Porsches is familiar enough not to need repeating. Neither the 911 GT3 nor Cayman GTS has been through a full Autocar road test – and for sports cars of such incredible stature as these two, that's regrettable.

Timing was the problem with the GT3. By the time the car's well-documented engine modification programme had been completed last year and Porsche GB could lend us a right-hand-drive test car, the automotive agenda had moved on.

With the Cayman, we've no such excuse. We dared to assume that this

was just another series-production, lower-order Porsche. Until we drove it – when it became clear that it wasn't 'just' anything.

Naturally, you're lured first to the extravagantly meshed and bespoiled, ground-hugging GT3, loitering in a Carmarthenshire car park with all the simmering visual menace of a track prototype. From its gaping front air ducts, past its enormous carbon-ceramic brakes to that huge rear wing, the GT3 has true hardcore performance character. It shows up the GTS as a tribute act so pale by comparison that you'd think the gap between their respective prices was more like £90k than £9k.

Not that you can order your own £100,540 GT3 any more. With an RS version soon to be unveiled, production of the first motorsport-derived 991 is all but finished, and buyers who've left it this long to secure one must now scour Porsche's dealer stock for pre-registrations and nearly new examples. Which don't come cheap, by the way. The wave of positive press coverage that the GT3 has enjoyed has coincided with a winding up of supply that's clearly surprised many and has resulted in prices rising beyond £140,000. In the way it so often does, the market has endowed this very special Porsche with a price to better reflect its spectacular abilities.

The first of which comes courtesy of what's sitting immediately behind the rear axle. The GT3's 3.8-litre flat six is its crowning glory. The forged aluminium and titanium internals and rocker arm valve train ring and clatter to make it sound as though the engine is chewing itself to pieces as you gradually let it warm through. It also uses plenty of oil, although the trip computer will politely tell you when it needs a top-up.

But all is forgotten when it's on song and spinning through its incredible repertoire. Response is diamond sharp, power delivery building from urgent to dramatic as the tacho needle sweeps from 4000rpm towards 6000rpm. Above 6000rpm, it's downright astonishing, matched on furious sense of occasion by only a handful of the very finest performance engines in the world, and vastly more dazzling than what the softer-edged GTS's 3.8 can serve up.

And it's fast – untouchable in this company. The turn of speed that the GT3 can put on feels much more savage than its headline power output suggests. On the road, by the time you've sampled 8000rpm in second gear, the temptation to drink it all in again in third may be more than your driving licence can stand.

The GTS is a fast sports car, sure – moreover, a fast 911. Its performance is as remarkable for operational →



GT3 has a tactile wheel and seven-speed dual-clutch 'box; 911 GTS has a refined, sporting air and a seven-speed manual; Boxster has a six-speed manual and driver-led layout

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← range and woofing, velvety texture as it is for outright pace. But if you're looking at the apparently insignificant 28bhp per tonne difference between the two cars and betting that they can't feel that different under your right foot, you'd be amazed by the difference in actuality. It's stark – much bigger, say, than the previous Ford Focus RS was compared with the equivalent ST.

There again, you may be inclined to think: "So what?" What good is 468bhp if you can't really use it on the road? But follow that argument to its logical conclusion and you don't end up with a rationale to buy a 424bhp, £91k 911 GTS, but its little namesake.

The 335bhp Cayman GTS has one less gear ratio than the 911 GTS but gives up less to the newcomer on torque than power. It's no giant-killer on pace, belonging in a lower performance division than either of its siblings. But the truth is that the performance the Cayman lacks isn't really performance you miss. Not on the road, at least. Not if you value your liberty. It's intoxicating to indulge in the farther reaches of the 911 GTS's rev range every now and again – and almost hallucinogenic to do so in the GT3. The Cayman's 3.4-litre flat six doesn't come alive above 6500rpm in quite the same way, balanced as it is more for mid-range muscle than redline hysterics.

But that bias allows it to keep up with its rear-engined betters as you howl along a steep and deserted

GT3 grips well, even in the wet, but you can still play with its tail



GT3 has more speed than you need on the road but sounds exhilarating at high revs

B-road. It hits full stride sooner as you sweep out of corners and down short open stretches. And in reality, other than at the kind of lick and on the sorts of road that simply don't figure in the UK, the Cayman GTS won't be shrugged off the back of this 1200bhp Porsche cavalcade. Not for a moment.

The Cayman has what feels like a generous, road-appropriate power level. It also has the word-perfect answer to a question that must be posed on a regular basis at the chassis development 'blue sky' meetings of car makers the world over: "How should our new sports car handle?" The Cayman's reply is brilliant. It isn't contrived or complex. The car simply makes itself invisible; its driveshafts, suspension springs, brake calipers and contact patches are an instant and unconscious extension of you. It's a trick not even the GT3 can pull off.

There's no working this car out and little need to build trust, when every flick of the steering gives you sublime directional response and supreme confidence in the remaining grip level. The Cayman GTS tucks in to a greasy apex as though cornering was its natural state – like you'd imagine an old American stock car on staggered wheels and cross-weighted springs must have felt. Except so light and spry, and supremely eager.

If anything, you can criticise it for too much incisiveness at times – too great a readiness to change direction. The Cayman's a softer-sprung car than either 911 because it can be. Its →





→ masses are more easily controlled by the suspension because they're carried where they ought to be: between the axles. Softer chassis settings and a favourable weight distribution make the car corner with beautiful poise – but also flirt with roll-related oversteer if you carry too much speed or time your braking badly. It's nothing the stability control can't subtly deal with and presents itself more often on track than road. But it's there, the inevitable consequence of true, pin-sharp chassis balance. And it means that, now and again, the Cayman's driver might have a snatch of a throttle-off tail slide to focus the mind.

Lift-off oversteer is a dynamic character flaw that's been studiously and successfully engineered out of the 911 over several decades. To the point where, on a slippery road bordered by rocks on one side and 100ft of fresh air on the other, your focus is entirely on the front wheels

of this enigmatic, enduring sports car – whether GTS or GT3.

Putting a sports car exactly where you want it is, after all, the heart and soul of rewarding road driving. Doing that in the GT3 is a much easier and more direct task than in the GTS, because most of the time – even on wintry roads and at sub-5deg C – the GT3's grip and steering response are leagues better. And that's not all that marks its pre-eminence.

Although it's stiffer than the GTS and less compliant at low speeds and suffers with more tyre noise, the GT3 actually rides better than its new range mate most of the time. It has that delicate initial damper response which begins to take the sting out of a bump the split second it impacts the suspension. The GTS's adaptive dampers allow more compliance and initial suspension travel, only to intervene to check body movement once it has been allowed to develop. Very few sports cars could make



It still knows how to make sports cars...



Each of these cars has earned its wings





New 911 Carrera GTS offers facets that the GT3 and Boxster can't

1	Porsche 911 GT3	2	Porsche Cayman GTS	3	Porsche 911 Carrera GTS
RATING	★★★★★	★★★★★	★★★★★		
Price	£100,540	£55,397	£91,098		
0-62mph	3.5sec	4.6sec	4.4sec		
Top speed	196mph	177mph	190mph		
Economy	23.0mpg (combined)	31.4mpg (combined)	29.7mpg (combined)		
CO₂	289g/km	211g/km	223g/km		
Kerb weight	1505kg	1420kg	1500kg		
Engine layout	6 cyls horizontally opposed, 3799cc, petrol	6 cyls horizontally opposed, 3436cc, petrol	6 cyls horizontally opposed, 3800cc, petrol		
Installation	Rear, longitudinal, RWD	Mid, longitudinal, RWD	Rear, longitudinal, RWD		
Power	468bhp at 8250rpm	335bhp at 7400rpm	424bhp at 7500rpm		
Torque	325lb ft at 6250rpm	280lb ft at 4750-5800rpm	325lb ft at 5750rpm		
Power to weight	31bhp per tonne	236bhp per tonne	283bhp per tonne		
Specific output	123bhp per litre	97bhp per litre	112bhp per litre		
Compression ratio	12.9:1	12.5:1	12.5:1		
Gearbox	7-spd dual-clutch auto	6-spd manual	7-spd manual		
Length	4545mm	4404mm	4509mm		
Width	1852mm	1801mm	1852mm		
Height	1269mm	1284mm	1295mm		
Wheelbase	2457mm	2475mm	2450mm		
Fuel tank	64 litres	64 litres	64 litres		
Range	324 miles	442 miles	418 miles		
Boot	125 litres	150 litres (f), 275 litres (r)	125 litres		
Front suspension	MacPherson struts, coil springs, anti-roll bar	MacPherson struts, coil springs, anti-roll bar	MacPherson struts, coil springs, adaptive dampers, anti-roll bar		
Rear suspension	Multi-link, coil springs, anti-roll bar	Multi-link, coil springs, anti-roll bar	Multi-link, coil springs, adaptive dampers, anti-roll bar		
Brakes	410mm ventilated discs (f), 390mm ventilated discs (r), carbon-ceramic	330mm ventilated discs (f), 299mm ventilated discs (r)	340mm ventilated discs (f), 330mm ventilated discs (r)		
Wheels	9Jx20in (f), 12Jx20in (r)	8Jx20in (f), 9.5Jx20in (r)	9Jx20in (f), 11.5Jx20in (r)		
Tyres	245/35 ZR20 (f), 305/30 ZR20 (r), Michelin Pilot Sport Cup 2	235/35 ZR20 (f), 265/35 ZR20 (r), Pirelli P Zero	245/35 ZR20 (f), 305/30 ZR20 (r), Pirelli P Zero		

the 911 GTS feel at all sloppy, soft or clumsy, but the GT3 is one of them.

The 911 GTS has similar weight in its steering to the Cayman but can't match it on directional response. The GT3 gets closer, and it communicates feedback from its front tyres even better than the Cayman. But neither 911 goes around a corner with the telepathic precision of the Cayman.

Working the weight distribution of the bigger pair of Porsches, adapting your driving style around them and teasing the poise and precision out is one of the 911 driver's lasting rewards. In the stunningly immersive GT3 particularly, that occupation might sustain your interest for longer than either of the other two can manage. But here's the difference. In the GT3 – and, in a less grippy and precise sense, in the GTS, too – you probe away with the steering wheel, feeling for purchase and building belief in the car's handling and eventually finding some. In the Cayman, on the road,

that belief is immutable and absolute – and the car is never more than three inches from where you pointed it.

So where does that leave the new 911 Carrera GTS? No man's land? Not quite. Even though it's comprehensively outhandled by the Cayman on the road, greater performance and motive character mean it isn't outpointed. And even though it fails to get close to the thrill of a GT3, it offers enough relative civility and usability to earn its place.

The truth is that you suspect the 'GTS' badge will be applied by Porsche more like a fairly ordinary trim level than a mark of real sporting flavour in the years to come. This example feels like an optimally configured but familiar Carrera S, rather than anything genuinely new. Does that make it one of Porsche's all-time greats? No. But it's a fine example of a sporting institution known and loved by so many – and for very good reasons. □

THE YEAR OF

GT2



3



The 911 GT3 is set to be joined by a raft of new, hardcore models from other sports car makers – and Porsche itself. Andrew Frankel looks at what's coming in the next year

Is there an initialism in the entire glossary of motoring terms more flagrantly abused than 'GT'? To some car makers, such as Honda, Infiniti, Kia and Volkswagen, it is a mere trim level, and to BMW the term now seems to be synonymous with 'ugly hatchback'.

When you think of the cars that made the name famous more than 50 years ago – the likes of the Ferrari 250 GT and Lamborghini 350 GT – it's enough to make you cry. Add just one number to those two letters, however, and once more you are transported into a world of thrills and excitement peopled only by proper driver's cars. This is the world of the GT3.

Of course, if we think of a GT3 today, it is a Porsche 911 that inevitably pops into our minds, because although others used the term before the first 911 GT3 of 1999 (notably Lotus with the shamefully underrated Esprit GT3), it is Porsche that has made the name its own. Not for much longer, though. Within a year, a GT3 will be not so much a car as a class, and although not every member will be called a GT3, you won't struggle to tell them from the rest of their stablemates.

A GT3 road car may or may not be the quickest car in the range, but it will always be the most focused. It will be more powerful than the standard offering but, unlike, say, a 911 Turbo,

lighter, too. It will have extensive aerodynamic modifications and a race-ready alter ego to compete in global GT3 racing, now the most popular category of sports car racing the world has ever known. More than anything, while a GT3 car might look wonderful, it is anything but a car merely for show. It is a hardcore driving machine for serious drivers and no one else need apply. For their manufacturers, these cars are not the money-making machines you might expect, because they require extensive modifications in all important areas – powertrain, chassis and aerodynamics chiefly – yet will sell in tiny numbers.

So why do them? Simply because they act as antidotes to other cars in their ranges, detoxifying reputations that might otherwise be poisoned by the world's current addiction to SUVs. Porsche knows it can build as many Audi-based off-roaders as it likes as long as it also builds hardcore GT3s, because no one is going to fear that the company has lost touch with the cars on which its reputation was built.

So as the likes of Bentley, Jaguar and Aston Martin prepare their first SUVs and inevitably least sporting cars, there shouldn't be too much surprise that they also feel the need to balance them out with what may prove to be the most sporting, driver-orientated cars in their collective histories. →



ASTON MARTIN V12 VANTAGE GT3

There's no doubting the existence of this car, nor the timing of its arrival at the Geneva motor show in March. The road-going GT3 Vantage will aim to build on the many successes of its racing brother while elevating the bar of Aston Martin performance far beyond anything seen to date by any production car.

The Vantage GT3 will retain the 6.0-litre V12 engine that has been used by Aston Martin since 1999, but with its power raised from its current maximum of 565bhp to perhaps the magic 600bhp mark, a still relatively low level of stress when you consider that Ferrari's F12 achieves 730bhp from less than 6.3 litres.

Perhaps as significantly, weight is set to drop, by as much as 100kg. The Vantage has never been put on such a

strict diet before, and it is believed that simply removing some interior gadgets and installing thin seats will create most of the saving, while lightweight body panels using lessons learned over many years of racing will account for the rest.

We also believe the car's track will be widened and an aerodynamic package visually much closer to that of a race car than anything seen on a road-going Aston to date will be used, but it is not known if the car will be offered with even the option of a manual gearbox.

The modifications should elevate the Vantage's performance far beyond the level of the current Porsche 911 GT3 and place it on a par with the likes of the Ferrari 458 Italia and McLaren 650S. Expect it to be priced accordingly.



PORSCHE 911 GT3 RS

We've been waiting a long time for this. The RS was originally intended to make its worldwide debut at last year's Goodwood Festival of Speed before being delayed by the self-immolating GT3 crisis. The new RS will now be at the Geneva motor show in March, and what a car it promises to be.

Porsche has been very successful in keeping detail leaks to a minimum, but we believe the engine will remain normally aspirated and that its output will be tickled up from the current 475bhp to 500bhp or more, although whether this is done through tuning or a capacity increase from 3.8 to 4.0 litres

is not known. The 4.0-litre version of the previous (997) GT3 RS is the most revered 911 of modern times.

As ever, the new GT3 RS will be significantly lighter than the standard GT3, but the major area of development is believed to be aerodynamic, with insiders claiming downforce levels more readily comparable with those of sports racing cars than standard road cars.

The GT3 RS is likely to have the added poignancy of heralding the end of 52 years of normally aspirated 911s. This autumn the 911 will receive a mid-life refresh that's understood to involve turbo engines throughout the range.



JAGUAR F-TYPE 'GT3'

Probably the GT3 car about which the least is known, although an even hotter, more driver-dedicated F-Type coupé has been rumoured for as long as the F-Type has been in existence. Jaguar is known to be looking very seriously at a GT3 race version of the F-Type because it is acutely aware that it is the only major premium brand without a presence in this lucrative and brand-building sport. A decision is expected imminently.

In the meantime, work is believed to be ongoing on an R-S version of the F-Type, which would fit strategies used for previous high-performance Jaguars

such as the XFR-S and XKR-S. However, if it is to command credibility as a worthy member of the new GT3 order, the hot F-Type will need to be far more extensively engineered than any R-S to date, particularly in the areas of chassis and aerodynamic development.

Of all the cars on this list, the Jaguar is the least likely to see the light of day this year, if only because the company has the XE, the all-wheel-drive and manual F-Types, an XJ refresh and an SUV all to launch in 2015. It's a programme that would tax the resources of a large car manufacturer, let alone a comparative minnow like Jaguar.

Aston Martin's GT3 contender will be launched next month



GT3



MERCEDES-AMG GT 'GT3'

Okey, we know Mercedes-Benz will never call a road car a GT3 because, to quote AMG boss Tobias Moers, "that name belongs to the other company", referring to his cross-town colleagues at Porsche. Even so, Moers has described a Mercedes-AMG GT with GT3 qualities as "a good idea" and has fleshed out in some detail the approach it will take.

He said: "We want a package that excels in every area. I don't want to make a dragster that's only good for doing 0-100km/h in 2.8sec. We need more power, less weight, better aero and

different suspension, but the targets should be the power-to-weight ratio, driveability, lap time and tremendous feel." A GT3 car, in other words.

The target is to reduce the weight of the GT by 80-100kg, and Moers says it would be fair to speculate that the 4.0-litre V8 engine would need to produce about 550bhp. With work proceeding apace to ready the racing version of the GT for the 2016 season, it would make sense for the two projects to operate in tandem and for us to see something of the new road car this year.



BENTLEY CONTINENTAL GT3

Bentley has already dipped its toes into GT3 waters with last year's limited-edition GT3-R, but rumours persist that it is considering taking a proper plunge. Although the GT3-R followed the standard GT3 formula and was indeed lighter, more powerful and more aerodynamically effective than the standard Continental GT V8S upon which it is based, the modifications were relatively modest and, for instance, did not feature the deletion of the four-wheel drive hardware.

Last year Bentley chief Wolfgang

Dürheimer said the company could "push more" with its GT3 road car programme and was open to the idea of a more tightly focused, rear-wheel-drive road car. The success of its GT3 racing programme since then makes the possibility of such a car more likely.

If Bentley is to build a proper road-going, rear-wheel-drive GT3 car, its engineers will want to get its weight as close to and, if possible, below 2000kg. The GT3-R already has 572bhp from its 4.0-litre V8 engine, but 600bhp is known to be easily achievable. □

Print my ride



Cutting-edge 3D printing can be used to create a car from scratch in 44 hours – as seen at last month's Detroit show. **Andrew Frankel** finds out more



It is well known that paper is not the only printer-friendly material and that, thanks to modern computer technology, there is no need to stay in the rather limiting world offered by the first two dimensions. You will recall, for instance, the plastic gun that was built, fired and said to be undetectable by conventional scanning machines. It was created by a 3D printer.

But what about cars? If you saw the most recent Bond movie, *Skyfall*, you might have cringed at the sight of an Aston Martin DB5 apparently being riddled with bullets. But you'd have relaxed rather more had you known that it was, in fact, not merely a scale model but a printed one at that.

But what about a real car – something you can get in and drive? You couldn't print one of those, surely?

At the recent Detroit motor show, printed car pioneer Local Motors did just that, printing a car on its stand with the aim of driving it away

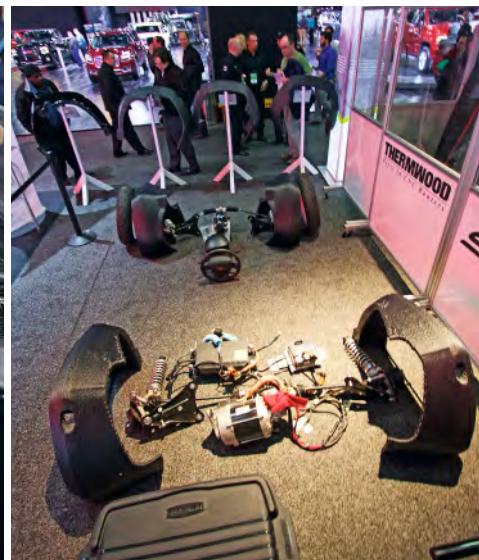
at the end of the show. And just to prove that they weren't kidding, they showed one they'd made earlier...

The theory behind the 3D printed car is so compelling that it forces you, at least at first, to put to one side some of the thornier issues facing those wishing them to become a commercial reality.

"It's all about the tooling," says the positively evangelical Elle Shelley, Local Motors' chief marketing officer. "Guess how many parts this car has," she insists, pointing at the car they call the Strati. "Three hundred?" I hazard, somewhat hopelessly. "Forty-seven," she replies. "A conventional car has 35,000." Yikes.

If the Local Motors dream comes true, it will work like this: the world will become populated by so-called micro-factories, all printing cars that are not only crowd funded but also crowd designed. So people enter competitions locally, a winning design is selected and that's what

Strati is printed using carbonfibre-reinforced plastic and comprises just 47 parts



After printing, rough surfaces are smoothed and the panels clipped together; the Strati uses a Twizy powertrain



Strati is fully driveable and weighs less than 750kg

gets printed. "You don't need to make a million cars before returning a profit to your investors," says Shelley. "You'll turn a profit on 1000 cars."

Moreover, while it might take five years or more for a conventional car manufacturer to design a new car, the Strati went from an idea to being driveable in just five months, albeit with a little help from the powertrain and running gear of a Renault Twizy. Then it takes 44 hours to print using carbonfibre-reinforced plastic, a couple of hours to mill the resulting rough surfaces into something smoother and then perhaps a day to clip all the panels together "like Lego", as Shelley describes it.

Unlike owners of normal cars who can only either sell or keep the car they have bought, if you then get bored with your car's design, you just take it back to the factory, where it will be melted down and turned into something else. They call it "upgradeable hardware".

The Strati is not actually a production car, although Local Motors says something similar but with proper weather equipment will be in production before the end of year for "between \$18,000 and \$30,000". It weighs less than 750kg, which doesn't sound like much but is actually half as much again as the Twizy that lends its battery, electric motor and suspension. Then again, you can power it by pretty much anything that fits – up to and including, says Shelley, "the Porsche engine we're working on".

It went from an idea to being driveable in just five months

There are many issues with such an innovative approach to car manufacturing, of which the GCSE Design and Technology standard of finish of the show car is just one of the more obvious. Shelley confirms that there is a lengthy homologation process to be gone through. Also, while Local Motors plans to open more than 100 micro-factories around the world, right now there are just three, located in Las Vegas, Washington DC and Phoenix.

Even so, Local Motors is aware that even if the Strati and its future printed cars find the legislative going tough in the US, there are lots of other places around the world where the demand could be immense. "Think of sub-Saharan Africa," says Shelley. "That's a huge opportunity."

And thinking of the potential demand for such an incredibly simple vehicle for which spare parts can be printed locally according to demand, I can see that she has a point.

It would be easy to titter at Local Motors and what it describes as "the car that will change the world", but I feel inclined not to. They are clearly passionate about their creation and spectacularly brave in their attempts to bring it to market in a way that owes precisely nothing to the principles of car manufacturing laid out by Henry Ford over a century ago that live with us to this day.

What I will say is that although I have no better idea than you whether Local Motors will succeed or not, you don't need a PhD in engineering to see the sense of printing at least components for cars. Quick, less wasteful than conventional processes and able to be changed at the click of a mouse, it is, if not the future of car manufacturing, then certainly part of it.

And a whole car? Time was when people considered the car itself a passing fad. We may yet one day titter on the other side of our faces. □

Peugeot 208

Special edition turns up the heat on the GTi to celebrate a milestone

MODEL TESTED GTi 30th

- Price £21,995 ● Power 205bhp ● Torque 221lb ft ● 0-60mph 6.5sec ● 30-70mph in fourth 8.1sec
- Fuel economy 41.2mpg ● CO₂ emissions 125g/km ● 70-0mph 46.5m

WE LIKE New-found turn of pace and hardcore sense of purpose ■ Unexpectedly economical with fuel



PHOTOGRAPHY LUC LACEY



● Peugeot's grille design for the GTi is supposed to ape a chequered flag. It works with limited success to our eyes. The 30th anniversary grille has a matt black surround in place of chrome.



● Static cornering foglights are surrounded by black instead of chrome here. Which, against a black background, makes them look a bit like acne on a teenager.



● Headlights are normal halogen units, a fitment that seems a bit mean on a £22k supermini. Daytime running lights and indicators are LEDs.



● Matt black theme extends to the painted finish on the 18in alloy wheels. They also feature red 30th anniversary logos – just at kerbing height.

When Peugeot drew attention last year to the 30th birthday of its seminal 205 GTi hot hatchback, performance car fans all over Europe suddenly felt that little bit older. You needn't have been a teenager in the early 1980s to know the sporting legend that this front-wheel-drive phenomenon created – or to have added your own ownership story to it. The 205's superbly engaging handling, combined with typical hot hatch usability and value, have made it arguably the most affectionately remembered French performance car yet made.

The company's latest inheritor of that legacy, the 208 GTi, was a more serious attempt than we've seen in a long time to return the Peugeot brand to the kind of reverence in which it began to be held two or three decades ago. But although it was a simpler and more willing entertainer than many a hot supermini, it had the misfortune of arriving at the same time as the very good Renault Clio RS 200 Turbo and outstanding Ford Fiesta ST.

Peugeot's response – almost two years later and delivered with some celebratory largesse – would seem to be 'upstage this': the limited-



Peugeot 205 GTi was launched in 1984

edition 208 GTi 30th. Departing from the usual paint-job-and-alloy-wheels recipe of special-edition hot hatchery, its engine, transmission, suspension, brakes and steering have all been uprated or retuned, and its

outward appearance and interior have been updated. The net result, says Peugeot, is a car of not just greater performance capability than the standard 208 GTi but also more radical character and "extra soul". If true, such added flair will distinguish the car from its rivals better than a class-leading 0-60mph showing.

It doesn't come cheap, though. Peugeot's £21,995 asking price for the 208 GTi 30th makes it 10 per cent more expensive than a fully loaded, Mountune-kitted Fiesta ST, so it needs to be every bit as good as it's cracked up to be.

DESIGN AND ENGINEERING



After the impressive job that it made of last year's RCZ R, Peugeot Sport's attention was seconded from making Dakar Rally and European Rally Championship competition cars for this project. And its work started by updating the standard GTi's 197bhp 1.6-litre turbo four-pot engine for greater potency to make it comply with Euro 6 emissions regulations.

Its makeover has done more for ➤

WE DON'T LIKE Driving position is still flawed ■ Not a lot more fun to drive than the standard GTi ■ Pricey



● GTi badge on the C-pillar is a nod to the original 205, although it looks nowhere near as cool as it might have. Something with a bit of sculpture next time please, Peugeot.



● Matt black wheel arch extensions cover for the expanded track widths to the running chassis. They're more obvious at the back on our test car, for obvious reasons.



● Boomerang tail-lights accentuate the curve of the 208's rear end and neatly combine the primary styling features of the tailgate, the bumper and the bodyside.



● Round, polished steel twin pipes feature instead of the strange trapezoidal ones of the normal GTi. Bravo. Designers take note: sometimes classic is best.



● Pleasingly, the 30th's traction control has only two settings: on and off. It doesn't take multiple seconds of button holding to turn it off, either.



● Imagine your head dipped a wee bit lower than our camera (below) and you can see why the i-cockpit layout upsets some people.



● Adjusting the temperature is probably the most cogent part of the dashboard, but the switchgear is less pleasing to use than some of its rivals'.



MULTIMEDIA SYSTEM

Coming with plenty of kit is a limited-edition model's prerogative, and the 30th doesn't buck the trend, earning the satellite navigation system that was previously only standard on the GTi Prestige trim level. Alongside it is a DAB tuner and the Bluetooth connectivity that we expect to find on any car north of £20k. These function well enough, even if the map display does resemble a line drawing from an early 1990s flight simulator.

The niggles lie deeper and

most notably in a general lack of intuitiveness. There is rather too much screen stabbing to be done at a plethora of buttons and boxes – a criticism easily levelled at half a dozen such systems, but not any less bothersome for that fact.

The lack of any real sense of fluid usability is a shame, because it means that the lofty positioning of the screen never seems like much of a virtue. It just feels like you're continually having to lift your hand up very high to access the feature you want, rather than keeping your eye on the road.

← torque (up 18lb ft to 221lb ft) than power (up 7bhp to 205bhp), but it has also brought CO₂ emissions down by 14g/km and two company car tax percentage points and boosted claimed combined fuel economy up beyond 50mpg. As crazy as it sounds, you now have to descend through the 208's petrol engine range all the way to the 81bhp 1.2-litre three-cylinder version to find a more economical motor. That will probably be of more significance to buyers of the 2015-model-year regular 208 GTi (which is next in line for this engine) than for owners of the 30th anniversary special, but it's a remarkable claim in any case.

Downstream of that engine, Peugeot Sport beefed up the GTi's transmission by transplanting the six-speed, close-ratio manual gearbox and Torsen limited-slip differential directly from the RCZ R. Standard 18in alloy wheels with half an inch of extra rim width contribute to an improvement in the claimed 0-62mph acceleration to 6.5sec from the standard GTi's 6.8sec.

You'd expect an equally thorough chassis makeover and, sure enough, you get one. The 208 GTi 30th's

suspension has been completely recommissioned compared with the normal GTi's. Firmer springs, uprated dampers and new anti-roll bars feature, as well as wider tracks front (an extra 22mm) and rear (16mm), a 10mm reduction in ride height and more negative wheel camber. The front brake discs have been enlarged to 323mm and its electro-mechanical power steering, traction control and ESP systems have been recalibrated to derive maximum benefit from the mechanical locking diff.

Exterior styling changes are limited mainly to matt black alloy wheels and body trim additions, although the two-tone, diagonally split paint scheme is eye-catching. Peugeot calls it 'Coupé Franche'. For those who'd prefer it, conventional Satin White or Rioja Red paint is available.

INTERIOR

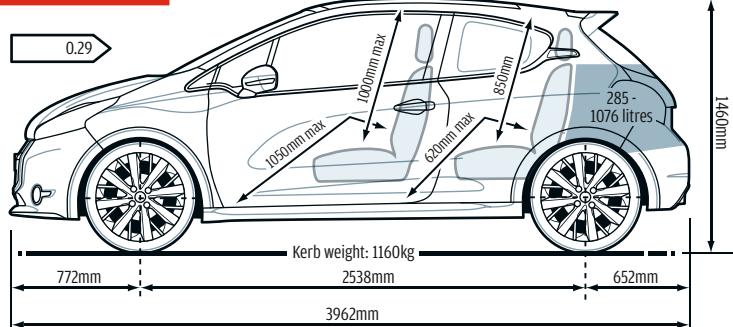


Peugeot has resisted the urge to tamper much with the appearance of the 208 GTi's cabin for the 30th. To all intents and purposes, this is a 208 →



● The 30th's seats are a special design by Peugeot Sport and are very good up to a point, falling short only in the kind of support that we'd expect on a track.

HOW BIG IS IT?



VISIBILITY TEST

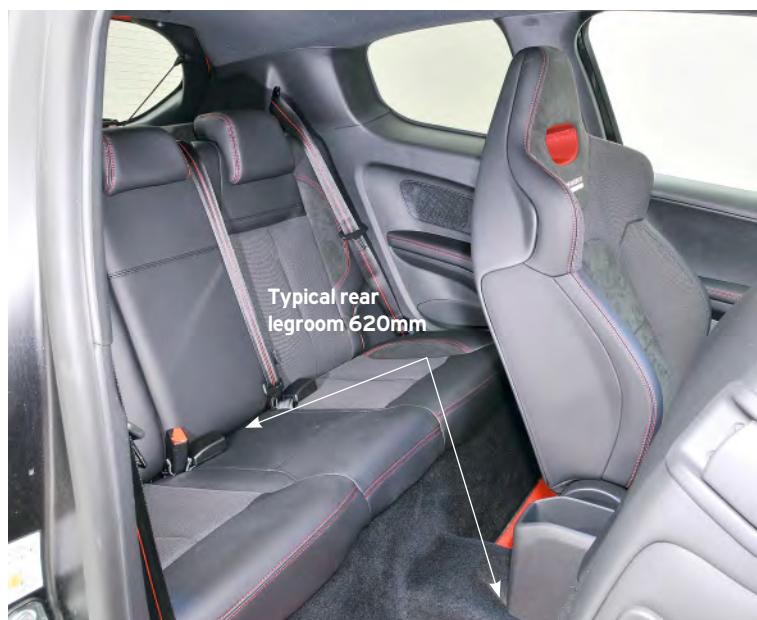
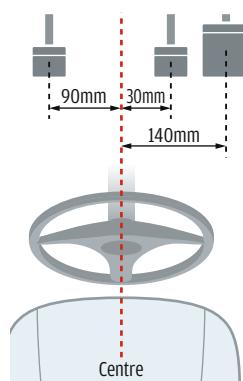
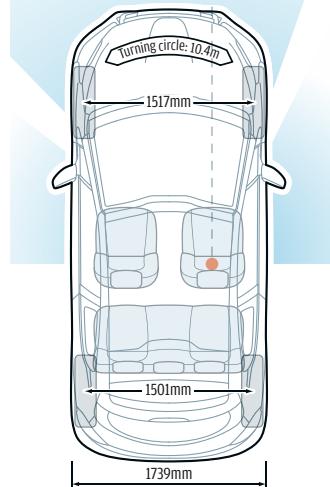
Big windows and raised driving position make for an unobstructed forward view, but it's restricted to the rear. Mirrors are a good size.

HEADLIGHTS

Adequate, but you might expect more than halogens. Cornering lights help at junctions but not at road speeds.

WHEEL AND PEDAL ALIGNMENT

Pedals are typically close, so the footwells feel shallow for longer-legged drivers. Foot pegs are also small, so you'll need big feet to make the heel-and-toe stretch.



● No one chooses to sit in the back of any supermini for long, and it's no different here. Huge C-pillars can be a hindrance at over-your-shoulder junctions.



● Boot is neither big nor clever, and it doesn't have the comforting sight of a spare wheel beneath it. Again, that's largely all within expectations for the class.

→ GTi as we currently know it. Which is to say decent enough, despite the showboating shiny plastic and mildly perplexing nature of the layout.

Characterised by the high-mounted touchscreen and now infamous floating dials, the layout is a familiar theme of the French manufacturer's interior design language, although that has hardly altered the slightly discombobulated feel of sitting behind the wheel for the first time.

Much has been written on the subject of the dashboard, which we won't repeat here, but suffice it to say that short drivers who prefer to sit low will probably not be able to see the 208's redline – and in a hot hatch, that seems like a shame. We're not huge fans of the downsized steering wheel blocking the view, either, and the manual gearbox could do with its unnecessarily long throw being an inch or two shorter.

Getting comfortable isn't a problem, thanks to the new, figure-hugging Peugeot Sport-branded seats, although the squiddiness of the bolsters means they're hardly vice-like in the support department.

The 30th gets a bit more lacquered black trim, Alcantara, leather, red piping and some very scarlet floor mats – plus a numbered plaque – to mark it out as special, but it's unlikely that Peugeot's customers will feel inclined to pay the model's premium on account of the spec. That said, there's enough standard kit thrown in, including a DAB tuner, dual-zone air-con and sat-nav, to make it a convincing enough range-topper.

PERFORMANCE



The current 208 GTi, although never road tested on these pages, was not

lacking in gusto – a good thing when you consider the marginal nature of the power increase enacted here.

Nevertheless, Peugeot claims a respectable 0.3sec reduction in 0-62mph time, and, two up, we corroborated it at Millbrook. The previous car's problem was in the hooves rather than the horses, so it seems fair to credit the revised suspension geometry, new limited-slip differential and stickier tyres with the slightly better level of traction required to enable the 30th to cover the 0-60mph sprint in 6.5sec. That puts it in very good stead compared with the competition, making it almost a full second quicker than the spiritless Clio 200 and half a second up on the Fiesta ST.

However, it's worth mentioning that the Fiesta ST, powered by Ford's similar-sized Ecoboost engine, remains the more characterful and responsive unit from low revs.

Peugeot's own turbocharged four-cylinder motor, although as thrusting as ever from shorter gear ratios, still suffers from a brief contemplative moment of lag that just isn't as noticeable in the ST. It isn't irksome enough to be a serious demerit, but it does make the 30th's undoubtedly liveliness harder to get at than it might otherwise have been.

Once on stream, the engine's willingness to rev is undeniably contagious, especially given the enthusiasm with which it careens into its 6500rpm limiter. It isn't a particularly stirring experience, though, the classic hard-edged four-pot thrash being a strain on the ears compared with the bass-noted melody of the Fiesta's symposer system.

Throw it all together – the peaky din, the throttle delay, the long-throw gearshift – and the 208's performance can seem a

TRACK NOTES

The 30th works somewhat better on the track than it does on the road. Primarily, that's because the point of most of the upgrades – improved characteristics at nine-tenths – comes to the fore more consistently and compellingly when the bends are empty and mostly well sighted.

Drive with enough persistence and the GTi 30th's aptitude for tarmac rally stage-style tenaciousness bubbles quickly to the surface. It is capable of carrying huge speed through fast corners – more so even than the Ford Fiesta ST, which, during informal testing on Millbrook's compact outer handling circuit, was 1.5sec off the pace set by the 208.

Even here, though, the Ford's superior adjustability makes it the more compelling steer. Unlike the diff-sharing RCZ R, which indulges in exuberant lift-off oversteer, the 208's stability bias means that it requires a dab of the brakes to do significantly more than simply tighten its line.

● The 30th makes a far better job of the tricky T4 than its standard sibling might, courtesy of the diff, but it doesn't stop the power from pushing the front wide.

● You want to be able to place the car very accurately at the fearsomely off-camber T6, so this is where the shortcomings of the electric steering become very apparent.

● Hit the brow just before T2 at speed and the traction control will spasm with uncertainty as the wheels go light. It sorts itself out by the hairpin, though.

● Much of what you need to know about Peugeot's chassis tinkering is revealed in T1; the car slices through the sweeping right-hander in squat, flat-bodied style and collides with each of the speed ramps along the way.

START **FINISH**

ACCELERATION

3deg C, dry

Peugeot 208 GTi 30th

Standing quarter mile 15.0sec at 96.1mph, standing km 27.1sec at 121.5mph, 30-70mph 5.8sec, 30-70mph in fourth 8.1sec



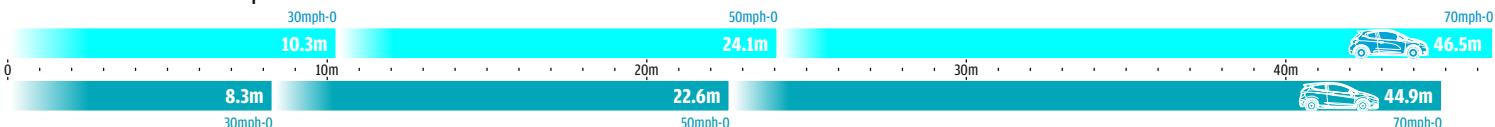
Ford Fiesta ST

Standing quarter mile 15.3sec at 94.7mph, standing km 27.6sec at 121.3mph, 30-70mph 6.0sec, 30-70mph in fourth 8.2sec



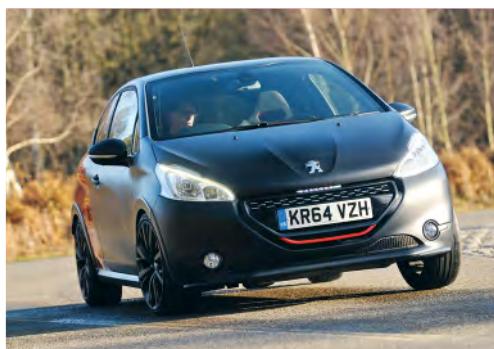
BRAKING

60-0mph: 2.90sec





GTi 30th's tight body control comes at the expense of comfort



The 208's brio – that scurrying exuberance which makes a supermini seem hot – is never in question

little disjointed compared with better-rounded rivals. Nevertheless, the 208's brio – that scurrying exuberance which makes a supermini seem convincingly hot – is never in question.

RIDE AND HANDLING



Right out of the box, the 30th feels like a different prospect from the flawed but likeable 208 GTi. In standard fettle, the car complements its over-engined silliness with a benignly sprung, amenable attitude to ride comfort. The special-edition model jettisons the compromise, adopting instead the uncannily hard-bodied rebound of a much more single-minded product.

Keeping you stapled to the road surface is the old-fashioned name of the game here, no matter what rippling after-effects are felt in the cabin. There's plenty of road noise to go with it, too. This is a car capable of making the Fiesta ST seem well isolated. Of course, Peugeot is reasoning that the enthusiast niche of

potential buyers won't bristle at such treatment as long as the results tell.

That these hardy souls will find the car an improvement is testament enough to the diff and wider tracks that it probably should have had in the first place. Where the standard model is a primitive, unruly steer to be cajoled around the place like a stroppy toddler, the GTi 30th is more appreciably in command of its faculties. The diff itself (a looser affair than was applied to the RCZ R, as the 'Track Notes' section explains) doesn't overawe the front end. It just competently permits the application of more power from much earlier in a corner. And given that there's usually a surfeit of power, and now considerably more grip, it makes the 208 a plainly quicker prospect.

That's as advertised, and as you might expect. However, unfiltered entertainment on the public road, of the kind meted out so effusively by the Ford, is in shorter supply than we'd hoped. There are a number of reasons for this, but the main one, and the most familiar, is the 208's steering, which continues to be a bugbear. As with the standard car, the

rack's electric assistance is a muddle. The overly light off-centre haziness introduced to make that small wheel manageable at low and medium speeds deprives the set-up of any linearity when it suddenly wants to be all viscous and reactive at a gallop. Too often you find yourself sawing away at it, discontentedly. The 30th's purchase (in the dry) is appreciable enough to drive through the shortfall, but unquestionably some of the new-found perkiness and precision delivered by the chassis is needlessly frittered away.

BUYING AND OWNING



Peugeot's pricing for the 208 GTi 30th may be ambitious, but it isn't exorbitant for a big-hitting supermini in 2015. The Fiesta ST, which is on offer for less than £18k, continues to make every rival look expensive as things stand, but that kind of value is the exception, not the rule.

Nissan's new Juke Nismo RS is barely any cheaper than this 208, for example. Both the Audi S1 and the

upcoming Mini JCW are considerably more expensive. And although they're premium-brand offerings, neither the Audi nor the Mini has the advantage of limited-run supply to bolster residual values. Just 300 examples of the 30th anniversary 208 GTi will be made, 100 of which are coming to the UK and a decent number of which have already been sold. Our market sources are understandably conservative about the car's likely residual values. If it becomes collectable, the GTi 30th could retain its financial worth better than anyone expects – although there's no sign yet of the kind of demand that would be required to make that happen.

Otherwise, costs of ownership on the 208 GTi 30th promise to be quite low. Rated in group 30 for insurance, it's in the same classification as the normal 208 GTi and the equivalent Ford Fiesta ST. A Clio RS 200 is only one group lower.

On fuel economy, the car's performance is laudable. Our True MPG recorded 41.2mpg as a test average, more than 10 per cent better than the Fiesta ST returned. →

PEUGEOT 208 GTI 30TH

On-the-road price	£21,995
Price as tested	£22,795
Value after 3yrs/36k miles	£9000
Contract hire pcm	£341.38
Cost per mile	53p
Insurance/typical quote	34E/tbc

EQUIPMENT CHECKLIST

18in 'Lithium' alloy wheels	■
Electric, heated, folding door mirrors	■
DAB tuner	■
Satellite navigation	■
Rear parking sensors	■
Leather steering wheel and gearknob	■
Sports seats in Alcantara	■
Red/black paintwork	£800
Dual-zone air conditioning	■
Cornering assist foglights	■
Visibility Pack (auto headlights and windscreens wipers, plus electro-chrome rear-view mirror)	■

Options in **bold** fitted to test car

■ = Standard na = not available

RANGE AT A GLANCE

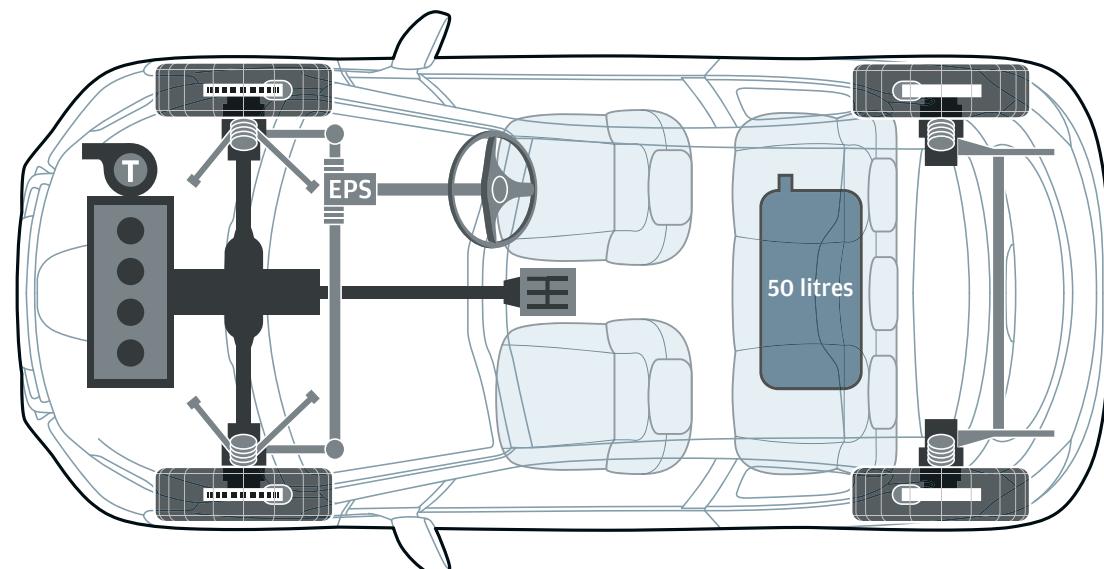
ENGINES	POWER	FROM
1.6 THP 156	154bhp	£18,150
1.6 THP 200	197bhp	£19,100
1.6 THP 208	205bhp	£21,995

TRANSMISSIONS

6-spd manual	■
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TECHNICAL LAYOUT

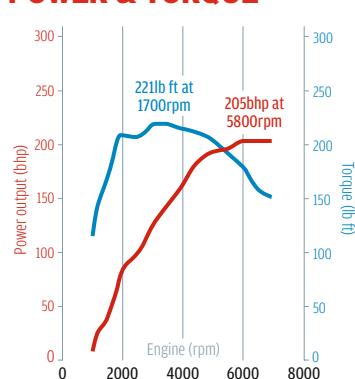
Predictably, the 30th's few trick items are mostly confetti tipped on a very conventional supermini. The new limited-slip differential stands out as a mechanical addition, but otherwise this is a hefty tweak of the 208 GTI's blueprint. Thus, it retains front MacPherson struts and a rear torsion bar, electric power steering and disc brakes all round.



ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cyls in line, 1598cc, turbo, petrol
Made of	Aluminium block and head
Bore/stroke	77.0mm/85.8mm
Compression ratio	10.5:1
Valve gear	4 per cyl
Power	205bhp at 5800rpm
Torque	221lb ft at 1700rpm
Red line	6500rpm
Power to weight	177bhp per tonne
Torque to weight	191lb ft per tonne
Specific output	128bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1160kg/not tested
Drag coefficient	na
Wheels	7.5Jx18in
Tyres	205/40 R18, Michelin Pilot Super Sport
Spare	Kit

TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	
1st	3.53
2nd	2.04
3rd	1.43
4th	1.10
5th	0.88
6th	0.74
Final drive ratio	25.6

ECONOMY

TEST (TRUE MPG)	Urban	40.0mpg
CLAIMED	Extra-urban	42.5mpg
	Average	41.2mpg
Urban	40.9mpg	
Extra-urban	61.4mpg	
Combined	52.3mpg	
Tank size	50 litres	
Test range	453 miles	

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar
Rear Torsion beam, coil springs, anti-roll bar

STEERING

Type: Electrically assisted rack and pinion
Turns lock to lock: 2.9
Turning circle: 10.4m

BRAKES

Front: 323mm ventilated discs
Rear: 249mm solid discs
Anti-lock: Standard with EBD and brake assist

CABIN NOISE

Idle 47dB Max revs in third gear 78dB
30mph 67dB 50mph 69dB 70mph 72dB

ACCELERATION

MPH	TIME (sec)
0-30	2.6
0-40	3.8
0-50	5.1
0-60	6.5
0-70	8.4
0-80	10.3
0-90	13.1
0-100	16.1
0-110	20.0
0-120	26.5
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th
20-40	2.2	3.1	4.6	-	-
30-50	2.4	3.0	3.9	5.4	7.5
40-60	2.7	3.1	4.0	5.1	6.5
50-70	-	3.2	4.2	5.3	6.7
60-80	-	3.5	4.4	5.5	6.9
70-90	-	-	4.6	5.9	7.2
80-100	-	-	5.2	6.4	7.9
90-110	-	-	-	-	-
100-120	-	-	-	-	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

MAX SPEEDS IN GEAR

35mph 86mph 140mph

6500rpm 6500rpm 6500rpm

1 3 5

2 4 6

60mph 112mph 143mph*

6500rpm 5587rpm

6500rpm 5587rpm

143mph*

5587rpm

Peugeot 208 GTi 30th

AUTOCAR VERDICT ★★★★☆

Fast and full-on, but lacks delicacy and easily accessed thrills



This is a quicker, more capable and more exciting 208 GTi than the one that first emerged a couple of years ago. Its improvements are bullishly obvious. Which is appropriate, because to get the best out of them, you must continually and unmercifully examine its limits. So it's apparent just how much of a committed enthusiast you'd have to be to live with this 208 in the long term. Its faults notwithstanding, we were modestly fond of the standard car's bed-ruffled way of doing things, and it's inevitably that easy-going edge which has had to go.

Making the 208 GTi ostensibly better hasn't necessarily made it any more likeable. This 30th birthday version has become a better hot hatch than its competition from Renaultsport, sure – but we'll take a more communicative hot hatch over a brutish one most of the time. That explains the Fiesta ST's monopoly of the hot supermini top spot, and the 30th's distance from it.

No 5203

TESTERS' NOTES



MATT SAUNDERS

The two-tone colour scheme appealed

to me mainly because I liked the idea of peeling the wrap off to reveal a pristine red front end after a few years of use. Then I realised the black portion is paint, not sticker. Ho hum.



NIC CACKETT

One word: glovebox. If you're not

going to respect the right-hand drive market enough to give us a proper-sized one, just take it away, Peugeot. Insufficient space for a large birthday card is unacceptable.

SPEC ADVICE

Standard paint job is Rioja Red; avoid the £800 two-tone alternative. You get DAB radio and sat-nav as standard, so there's no need to add much.

JOBS FOR THE FACELIFT

- Correct the driving position. The diddy wheel and raised instruments still frustrate more drivers than they please.
- Sharpen up the engine response.
- Shorten the gearshift.

AUTOCAR ROAD TEST TOP 5



MAKE	FORD	MINI	PEUGEOT	RENAULT	AUDI				
Model	Fiesta ST-3	Cooper S	208 GTi 30th	Clio RS 200 Turbo EDC	S1				
Price	£19,395	£18,655	£21,995	£18,995	£25,380				
Power	180bhp at 5700rpm	189bhp at 4700-6000rpm	205bhp at 5800rpm	197bhp at 6000rpm	228bhp at 6000rpm				
Torque	177lb ft at 1600-5000rpm	206lb ft at 1250-4750rpm	221lb ft at 1700rpm	177lb ft at 1750-5500rpm	273lb ft at 1800rpm				
0-60mph	7.0sec	6.9sec	6.5sec	7.4sec	5.9sec				
Top speed (claimed)	137mph	146mph	143mph	143mph	155mph				
Fuel economy (combined)	47.9mpg	49.6mpg	52.3mpg	44.8mpg	40.4mpg				
Kerb weight (claimed)	1163kg	1235kg	1160kg	1204kg	1315kg				
CO ₂ /tax band	138g/km, 20%	133g/km, 19%	125g/km, 18%	144g/km, 21%	162g/km, 25%				
Verdicts on every new car, p70									
Slower and less efficient than the 208, but also cheaper and substantially better.		Start ticking options and it soon gets pricier than the 208. Worth every extra penny, mind.		Fast and appropriately furious but, in truth, the 208 is only the best of the rest.					
★★★★★		★★★★★		★★★★★					
There's an alternative reality somewhere in which the Clio is brilliant. But it's not this one.									
If you want to spend a fortune on a supermini, this is the one. More likeable than you'd think.									
★★★★★									

YOUR VIEWS

Write to Autocar
autocar@haymarket.com

LETTER OF THE WEEK

Mondeo? No shock

The cover of Autocar's 28 January issue read: 'Shock: New Mondeo beats every rival... and even BMW'. Why shouldn't it? Today's preoccupation with 'premium' brands overlooks the simple fact that Ford, in all probability, has engineering and manufacturing resources quite equal to those of the established premium manufacturers.

Cost considerations may occasionally get in the way of, say, dashboards of the most elegant construction, but it would appear no expense has been spared on the most important, but hidden, technical bits where the new Mondeo is concerned.

Indeed, a company capable of designing and engineering the recently launched GT supercar can't be all bad.

Jeff Loomes
Hartley, Kent



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

A TRIP DOWN MEMORY LANE

Your archive story in the 21 January issue ('Talbot Horizon road test') struck a chord with me, because my late father ran a Talbot dealership in Croydon. His company cars in my formative years were often top-of-the-range Solaras and Alpines, which in SX trim also had the first trip computers.

Funny how, all those years ago, this feature was considered the height of luxury – along with velour trim, a radio and the choice of a steel sliding sunroof or a vinyl roof. Electric windows (front only) were a source of wonder to school friends, and the mpg readout from the trip computer was notoriously optimistic.

On one demonstrator Alpine, we found that the mpg increased the longer you drove without resetting it. It finally reached, I seem to recall, 10,000mpg...

Peter Vaughan
via email

SLOGAN'S RUN

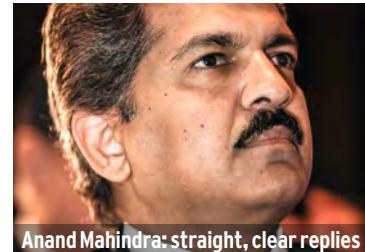
There was only one ad slogan that outshone Jaguar's 'Grace, space, pace', and that was the same company's other masterpiece: 'A special kind of motoring that no other car in the world can offer'. Never bettered and as true today as ever.

Clive Redfern
via email

BETWEEN THE LINES

Most executives in the auto industry would be better employed as politicians. There were amusing and all too common examples of obtuse comments from them in the 28 January issue. Here are a couple of examples, with my interpretation of what they really meant.

Ralf Speth on JLR comparisons with BMW. Quote: "At the end of the day, we are not looking to be a volume player." Meaning: "We'd love to be a volume player but don't have the customers."



Anand Mahindra: straight, clear replies

and back in a Tesla ('Home on the range', 28 January) – a journey full of interest, concern, panic and, finally, relief. And the fuel added nothing to the costs!

Last year, I also left London at 9am on a two-day drive to the Netherlands. We got further than Amsterdam, making it to the Apeldoorn Het Loo Classic Car event in time for a 5pm beer or two.

We also had an interesting car – a Ferrari 250 GTE – and although not as quick as a Tesla, the V12 wail as we dropped a couple of cogs through some underpasses more than compensated.

People smiled and waved at us along the journey. And we only stopped for 10 minutes to take on fuel the whole trip. And really, the fuel cost us nothing! How was that? Because in the 48 hours we were away, the value of the car had increased by over £500.

Geoff Moir
via email

Tyrone Johnson on the possibility of a Ford Fiesta RS. Quote: "Theoretically, yes." Meaning: "It's not practical."

On a positive note, Anand Mahindra of Ssangyong gave clear answers to the questions put to him.

Paul Levio
via email

FREE FUEL

I read the excellent article by Lewis Kingston about driving to Amsterdam

AUTOCAR What you're saying on autocar.co.uk

Nissan's radical Le Mans racer

Until Jaguar returns to sportscar racing, this sport will always feel incomplete. It'll be like F1 without Ferrari.
Saucerer

So that's why Porsche as a team has won more world sportscar titles than any other team?
Lanehopper

Odd to reveal this at the Superbowl. Us Americans couldn't give a stuff about



Le Mans or the World Endurance Championship.
soldi

Most Europeans couldn't give a stuff

about the Superbowl...
Frightmare Bob

It is almost as attractive as the Nissan Juke.
Greenracer



NEXT WEEK

Inside the magazine – on sale 18 February

ROAD TEST



Lexus RC F Eight-page assessment of Japan's answer to the BMW M4



RIDE-ALONG

New Audi R8

How is Audi's new sports car shaping up? We ride on board



WHIZZERS IN OZ

Bentley at Bathurst
On tour Down Under with Crewe's GT3 racing team

FIRST DRIVE



Volvo XC90 First impressions of the Swedish firm's crucial new SUV

CONTENTS SUBJECT TO CHANGE



Ford's GT is entering a busy market – too busy, Alan thinks

BANGING KETTLE'S DRUM

Reading Nigel Donnelly's used choices in the 21 January issue ('Rock-bottom roadsters for £1500'), I was amazed to see his recommendation for what is probably one of the most unreliable and poorly made cars to be sold in Britain in the past 20 years.

The MG F, or 'kettle' as we used to call them in the trade, should be recommended for use only as a cheap alternative to skip hire. I've yet to see one that was still in one piece or not in need of open heart surgery, made all the more complicated and expensive by its mid-engined configuration.

Personally, I'd replace that entire list with just two cars: the Mazda MX-5 and the Toyota MR2.

Andrew Sloan

via email

Just two options? What a dull place the world would be. Any happy MG F

owners out there care to differ with Andrew's opinion? – MB

TOO MUCH CHOICE

Following the Detroit motor show, with the release of the super-looking Ford GT together with the Honda NSX, surely this premium sports car/junior supercar market will be saturated in choice.

Add the new Audi R8 V10 due this year and Mercedes-AMG GT, plus the latest Lamborghini Huracán, the replacement for the Ferrari 458 and the soon-to-be-launched McLaren 650S. Oh, and not forgetting the new Porsche baby supercar being developed.

In a market still not recovered from the recession, it seems like oversupply could meet under-demand in a catastrophic collision.

Alan Day

via email

BRIGHT FUTURE

With reference to the letter from Richard Hunt (Your Views, 21 January) complaining of getting dazzled by BMW brake lights at junctions, I do sympathise, but unfortunately with the BMW system, keeping the brake pedal pressed enables the stop-start function, so maybe he is going to need some stronger sunglasses.

Keith Godber

Harrogate



The value of a Ferrari 250 GTE has risen since you started reading this



BMW brake light mystery may be solved

OUR CARS

A week in the life of Autocar's fleet

ALPINA

D3



Steve Sutcliffe

AUDI

A6 AVANT



Barnaby Jones

AUDI

TT



Stan Papier

BMW

i3



Allan Muir

BMW

X5



Andrew Frankel

CATERHAM

SEVEN 160



Colin Goodwin

CITROËN

C4 CACTUS



Lewis Kingston

HONDA

CIVIC



Tim Dickson



Citroën C4 Cactus

FIRST REPORT Is the Cactus simply an oddball, justifiable only for its quirky styling and features, or a serious contender in the booming crossover sector? We plan to find out

The launch of the C4 Cactus marks the return of the more distinctive Citroën to the mainstream. If you want a car that encapsulates some of the French brand's hallmark outlandishness and need something that can seat four with ease, no longer do you have to opt for the relatively costly £17,855 DS4. Instead, for £12,990, you can get the Cactus – and net yourself something that has shades of the 2CV in its design and its mentality.

There are more reasons for choosing a Cactus than its original features, such as the supermarket trolley-cushioning Air Bumps on the side, though. It's a new, different contender in the burgeoning crossover market and offers a fresh alternative to the likes of the Nissan Juke and Renault Captur. It's offered with a range of economical

small petrol and diesel engines, a host of equipment choices and a selection of personalisation options – and it shouldn't cost much to run.

Even in its most basic Touch trim, the Cactus comes with a DAB radio, cruise control, a speed limiter, a 7.0in display screen, an auxiliary port and other niceties such as electrically adjusted mirrors. That's not bad for an inexpensive, rugged and relatively practical small crossover.

Step up to mid-range Feel and you get cosmetic upgrades, Bluetooth and air-con. Cars in flagship Flair specification, like ours, extend that equipment roster further with upgrades that include sat-nav, a better stereo, climate control, automatic wipers and lights, tinted rear windows, LED interior lighting and heated door mirrors. A few options –

For £12,990, you can get a Cactus – and net yourself something that has shades of the 2CV in its design and its mentality

most notably the black leather and cloth pack, the panoramic sunroof and the colour reversing camera and parking sensors – add a not insignificant £1770 to the price of our car, so the whole thing comes in at £19,060. That's a little excessive for a compact crossover with a three-cylinder engine, perhaps, but more on that in due course.

We've opted to test the small, efficient turbocharged 1.2-litre three-cylinder petrol engine. It seems only right to do so, given the prevalence of force-fed triples and the falling

price of petrol. Why opt for a diesel, after all, when you can have a quieter, more aurally gratifying engine that's potentially as efficient and likely to be more rewarding in daily use?

The engine may be a cylinder short of a full picnic and small in capacity, but forced induction grants it the ability to produce 109bhp and 187lb ft, that torque peak being delivered at just 1500rpm and sent to the front wheels via a five-speed manual gearbox.

Citroën's turbocharged triple has to pull only a svelte 1190kg, though,

JAGUAR
F-TYPEKIA
SOUL EVMAZDA
3MINI
COOPERMITSUBISHI
OUTLANDERNISSAN
QASHQAIPEUGEOT
RCZ RRANGE ROVER
SPORTSEAT
LEONTOYOTA
GT86VAUXHALL
VXR8 GTSVOLVO
V60

Nic Cackett

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Darren Moss

Steve Copley

Steve Copley

Matt Burt

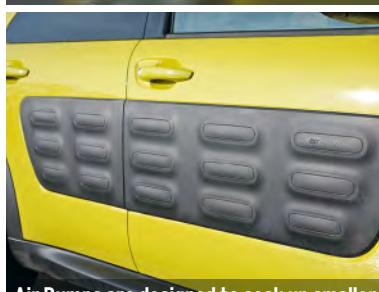
Matt Prior

Lewis Kingston

Hilton Holloway



You certainly won't overlook it when it's driving past you



Air Bumps are designed to soak up smaller knocks; Flair spec features climate control



Grey lettering on the rear is a no-cost option



so the C4 Cactus should perform acceptably in a straight line, as its relatively swift 0-62mph time of 9.3sec suggests. Top speed is 117mph.

It's also a frugal engine, which should prove useful, given that our mileage tends to be quite high. Citroën claims an average of 60.1mpg, which, in conjunction with a 50-litre tank, should give a potential range of 660 miles. Of course, it's unlikely that I'll ever manage to attain such heady heights, but time will tell. Our car arrived with an indicated 37.1mpg average on the trip computer, so there's some way to go. A CO₂ output of 107g/km incurs an annual road tax bill of just £20, though, helping to keep running costs down.

You're certainly not going to miss this aptly titled 'Hello Yellow' Cactus when it comes rolling down the road

towards you, either. Throw on a couple of silver stripes and you've got the ideal counterpart for a high-visibility jacket. That's not to say the colour does it any disservice, mind. It's a breath of fresh air in streets saturated with myriad silver and white cars. However, the shy would do better to opt for a more subtle shade, because our Citroën's vivid hue is already proving to be a talking point among colleagues and passers-by. Fortunately, a selection of calmer shades is offered if you feel so inclined.

A standard three-year, 60,000-mile warranty wraps up the Cactus's outwardly appealing package neatly. It's not an exceptional warranty by any stretch, but it's similar to that offered by rivals such as the Nissan Juke.

Regardless, the C4 Cactus, at a glance, appears to have much going for

it – and it also looks to have much of that classic Citroën charm in its favour. Will it be able to really deliver on a day-to-day basis, though, or will it merely prove to be a quirky curiosity? We'll be running this particular car until October to find out just that.

lewis.kingston@haymarket.com

Citroën C4 Cactus PureTech 110 S&S Flair

Price £17,290 **Price as tested** £19,060

Options Black leather and cloth pack (£695), thermally insulated panoramic sunroof (£425), City Park Pack (£325), Citroën eTouch Emergency and Assistance System (£250), spacesaver spare wheel (£75), rear grey Cactus lettering (£0) **Economy** 37.1mpg **Faults** None **Expenses** None



ENGINE

Despite its diminutive capacity, it rarely leaves you wanting. It even makes quite a good noise.



INTERIOR

It looks and feels upmarket, in part thanks to the optional and neatly styled leather and cloth seats.



DISTINCTIVE NATURE

Slim LED lights, Air Bumps, bold colours... there's a lot to make the Cactus stand out from the crowd.

LOVE IT LOATH IT



SEATING POSITION

Steering column doesn't adjust for reach, so some drivers may struggle to get comfortable.



INSTRUMENTATION

There's not a lot of it, frankly, and some will dislike the lack of a rev counter and temperature gauge.

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Mazda 3

Mileage | 17,578 A super-coupé group test up North gave us a chance to test the Mazda's on-track capabilities

The Mazda 3 is approaching the end of its tenure with us, and I have to say I'm going to miss it. Although I had some misgivings about its usefulness as a camera car when it first arrived, it has proven itself a flawless performer when it comes to the tricky business of providing a steady platform for taking photos.

This was demonstrated again at Blyton Park circuit a few weeks ago, when it was used as a tracking car during the Lexus RC F group test (4 February issue). There's plenty of room in the boot for a fully grown man and his camera gear, and the suspension dealt with lumpy surfaces, helping to keep the shots sharp. On larger jobs, I'll often bring a lot of gear with me, so it's really handy that the car has no problem swallowing a decent-sized step ladder, a rig and quite a few camera bags.

At the end of the day, I even took the Mazda out for a few laps around the track to explore the car's limits. The

The Mazda proved remarkably adept around Blyton Park



3 is relatively light, with a kerb weight of 1347kg, which is pretty decent compared with rivals in its class. The suspension is fairly taut, helping the 3 to get around the corners without lurching over the outside wheels. It's well balanced, too, and will wag its tail if you turn in with too much speed and lift off.

The steering wheel has plenty of adjustment to get it where you need it (often an irritating problem in other cars without reach adjustment), but I find the steering itself a little light for spirited driving.



Steering and clutch are a little too light...

...but the spacing of the pedals is ideal



Steady as he goes: 3's smooth ride suits Luc's needs

The clutch is also on the light side, but the brake and throttle pedals are perfectly positioned for heel-and-toe downshifts – a useful attribute in a car that needs to be kept in a high rev band to exploit the engine's power.

The 3's daintiness and practicality are likely to be useful attributes during its final weeks with us. That's because I'm going to take the car down to a round of the Andros Trophy in Saint Dié des Vosges, France. I'm also going to take it snowboarding, extending the trip out to Ischgl, Austria. I've worked out the total mileage of the journey to be around 1563 miles and, if my maths is correct, with the combination of the Mazda's 51-litre tank and the 37mpg I've been

averaging, that should equate to around four full tanks of fuel.

To help me tackle the mountains of Austria and keep the car pointing in the right direction, Michelin will supply us with a set of winter tyres that I'll be fitting to the car just before leaving. If the car manages to get me to the Alps and back with the capability with which it has handled everything else, it will be a fond farewell indeed.

luc.lacey@haymarket.com

Mazda 3 2.0 120PS Sport Nav

Price £19,895 **Price as tested** £21,435

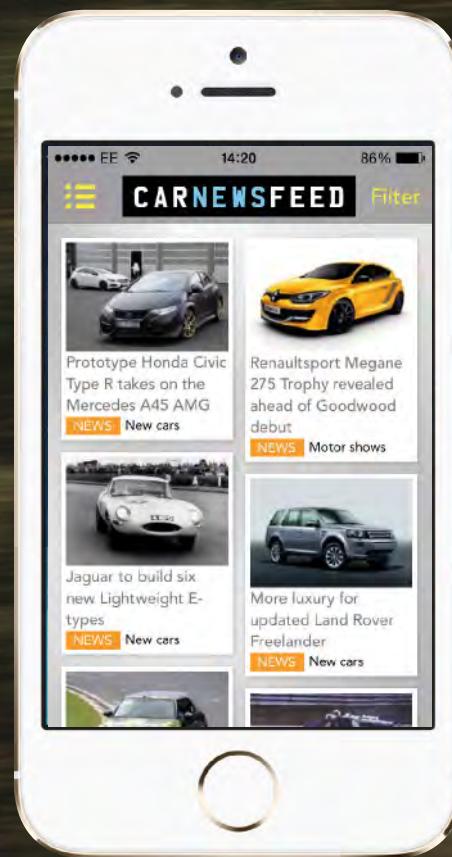
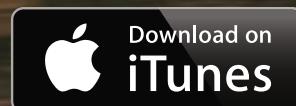
Economy 37.8mpg **Faults** None

Expenses Service £178.81 **Last seen** 21.1.15



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Toyota GT86

Mileage | 18,300 Look what a mechanical car wash can do to your lovely sports coupé...

Generally I don't use mechanical car washes, because they tend to do half a job and there's no substitute for elbow grease.

However, the other day I was weak. It was late, I was in a rush and the GT86 was dirty, in the way only a car that visits a horse yard every day can be dirty. I was at a filling station with a mechanical wash, so I used it.

After it did its shabby, disconcerting, rag-twisting thing, I drove out, folded out the door mirrors and reattached the aerial. Then I spotted a problem.

Now, if you leave things protruding from a car, you get what you deserve, but a bent numberplate? I can barely comprehend how agricultural the machine must be.

Thankfully, the plate is aluminium, not plastic, so it bent rather than



Well-worn rear tyres have been replaced, but we've put the new ones on the front



Bent numberplate had to be replaced

snapping. The garage said they might foot the cost, but Toyota GB keep the V5C and thought it easier and cheaper to just make a new plate rather than posting me the relevant documentation.

So the GT86's nose is now pristine again – as are the front tyres. It was actually the rear tyres that needed to be replaced (while making for amusing handling, they had all but expired), but we decided to put the two new Michelin Primacy (£120 each) on the front this time, while the existing front wheels were moved to the rear axle.

I was confident that I knew what had caused the front (now rear) offside tyre's slow puncture, too. It started after someone borrowed the car to capture a drift photo, but I suspect some clumsy understeer eased the seal around the rim loose, allowing a tiny amount of air to escape.

No loss could be spotted in a water bath (at about 0.5psi per day, I'm not surprised), so I momentarily overinflated the tyre in the hope that the high pressure would coax it to reseal, then the tyre fitter tightened the valve. One of those things seems to have worked, so I can carry on wearing this pair down to the legal limit.

matt.prior@haymarket.com

Toyota GT86

Price £25,110 **Price as tested** £26,650

Economy 36.7mpg **Faults** None

Expenses Oil £20, service £169, two tyres £240 **Last seen** 21.1.15



Alpina D3 Biturbo

Mileage | 7080

It's that time of year again – when the gritters come along seemingly every night and you feel the need to then clean your car seemingly every day.

However, I genuinely enjoy cleaning the D3, despite the fact that it's freezing cold outside and it would

cost me only a few quid to get the job done by my local hand wash squad. Its gleaming metallic black paintwork and those lovely jet turbine silver alloy wheels come right back to life in front of my eyes when the winter grime is washed away.

I swear that the D3 feels sweeter

to drive once all the dirt has been replaced by a shiny new hotwax finish, too. It's a bit like the feeling you experience when you drive away from a service. Everything feels that little bit crisper and better, somehow, even though it probably isn't.

In every other way, the D3 continues to be pretty much the perfect car for me. Its cabin still looks and feels brand new, even after six months and 7000 miles. Its twin-turbo diesel engine continues to loosen up and feels more potent than ever today, which is saying something. And its ride, handling, steering, brakes and general dynamic personality continue to blow me away. As does its 40-45mpg economy, allied to a real-world range of 450 miles.

The only aspect that irks me about running the car at the moment has nothing to do with the car itself but, instead, the price of diesel compared with the price of petrol. It still costs more than £60 to fill the D3's tank from empty, whereas petrol-driving friends and colleagues are all boasting about

how much less it costs them to fill their cars now than it did a year ago.

Beyond this, however, I really do love the Alpina to bits. Which is why I keep recommending it to anyone serious who's prepared to listen. When people then come back to me and say: "I tried it, I loved it, I bought one", it makes me very happy indeed.

steve.sutcliffe@autocar.co.uk

Alpina D3 Biturbo

Price £46,950 **Price as tested** £54,440

Economy 43.6mpg **Faults** None

Expenses None **Last seen** 14.1.15



Alpina Classic rims look best when clean



A safer way to buy a Seven

Caterham Cars has just started its own approved used scheme. **James Ruppert** has his head turned

Manufacturer-backed used car schemes: I love them. In theory, they mean that you just can't go wrong when it comes to buying a used car. The dealer and ultimately the manufacturer are obliged to look after you, and if they don't, they should be thoroughly ashamed. Well, I am delighted to report that Caterham Cars has launched a new scheme designed to offer buyers the finest pre-owned Sevens in the country.

It is called Caterham Selected and it means that enthusiasts looking for a modern or even vintage Caterham can now purchase a pre-owned model benefiting from the same peace of mind as buyers of a brand-new vehicle.

Owners of a Caterham Selected car

will enjoy several benefits: an 81-point check (as defined by Caterham's own engineering team), 12 months' parts and labour warranty, a year's AA breakdown cover (including Home Start), free MOT tests throughout their ownership of the car and a Caterham HPI certificate. All very reassuring.

There isn't really an awful lot to go wrong with Caterhams, and because you can pretty much see all the innards from the pavement, it doesn't take long to see if something is awry. The only issue I ever have is working out exactly what the specification is, because there is no such thing as a standard Seven. But hey, Caterham can tell you exactly how it left the factory, either as a complete car or a kit. That's the beauty of Sevens: they



Caterham says it picks only quality cars

may look slightly similar but, like their owners, they are brilliantly individual.

According to Caterham, all vehicles covered by the scheme are chosen for their superior condition, specification and provenance. So let's take a closer look at some. The bargain basement ones start at £15,995, which will bag you a Roadsport with either a K-series or Ford Sigma engine. There are also some Academy racers at this money

Caterham Selected Sevens start at £15,995, which bags a Roadsport with either a K-series or Ford Sigma engine



P66 James Ruppert
Used car expert



P68 Aaron Smith
Deals expert



P70 Nic Cackett
Data expert

All Caterham Sevens are minimalist; some are more minimalist than others...



BANGERNOMICS BEST BUYS



READER'S CAR: FORD MONDEO ST200

Steve Robinson bought his 56-plate Ford Mondeo ST200 three years ago for £6000, which included a year's tax and full service history. The mileage is currently 58,800. The original battery was replaced under warranty, and the only other problem has been a split breather pipe, which was sorted for 50 quid. The fuel economy isn't brilliant, but Steve loves the V6 engine. He relishes the fact that he gets to drive what is now such a rare and capable car. So far, he has never seen another one going the other way.

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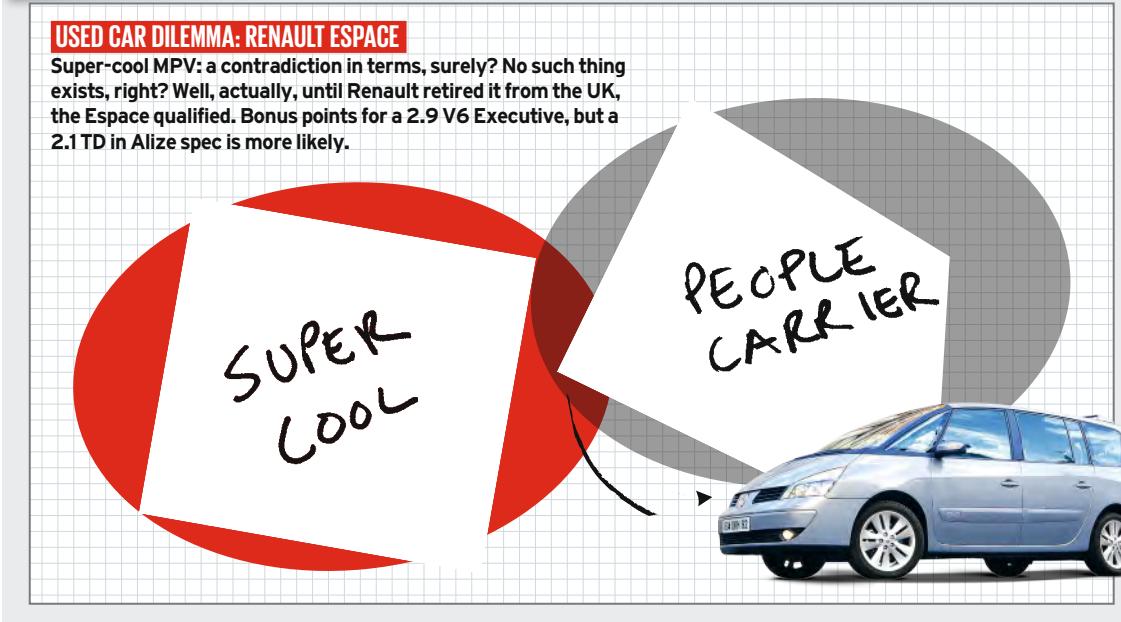
WHAT CAUGHT MY EYE THIS WEEK: ALPINA B10

A 2000 Alpina B10 V8 4.6 with a full service history and 60,000 miles was hard to miss at just £8995. It's a super-saloon future collectable that you should buy now.



USED CAR DILEMMA: RENAULT ESPACE

Super-cool MPV: a contradiction in terms, surely? No such thing exists, right? Well, actually, until Renault retired it from the UK, the Espace qualified. Bonus points for a 2.9 V6 Executive, but a 2.1 TD in Alize spec is more likely.



and one in Gulf colours caught my eye. For £17,995, though, I could get a 2006 Roadsport in Prisoner paint scheme and Minilite alloy wheels.

Further up the price scale, a bonkers 230bhp Superlight 500 without the inconvenience of a windscreen is just £23,495. Why on earth bother with one of those dumbed-down, over-the-top supercars when right here, for over-specified hatch money, is the wildest drive you'll ever enjoy? After that, it's a struggle to spend anything exceeding £30k when there are such lovely Superlights to choose from.

The very best thing in all this is that Caterham will be holding your hand the whole way. What's not to love?

150mph for £2k

High-performance cars from the 1990s and early 2000s can be snapped up for family hatchback money. **Aaron Smith** nominates the best 150mph-plus cars on sale for less than £2k

1 BMW 535i 1996-2003

The E39 generation of the BMW 5 Series saloon has a timeless design, a superb ride and decent handling. There's also a fine range of strong engines, and the 3.5-litre V8-powered 535i is capable of topping out at 152mph.

The 535i isn't the most common of E39s on the market, but we found a tidy 2003 model with an automatic gearbox

and respectable 112,000 miles under its belt for £1950. The engines themselves are strong, but look out for worn rear suspension bushes and electrical niggles with the ECU.

For Elegant looker and a fabulous

mile-muncher

Against Electrical problems can flare up from time to time



2



Volvo V70 T5 2000-2007

There's a good reason why many police constabularies across the UK have employed the Volvo V70 T5 as a motorway chariot: because they're highly durable, practical and a genuinely fast estate car.

Powered by a turbocharged 2.3-litre five-cylinder engine kicking out 250bhp, it's capable of 0-62mph in 6.8sec and will keep on accelerating to 155mph. Being

a Volvo, the V70 T5 possesses thick, comfortable seats and a high safety rating. There are some leggy examples in the classifieds, but look hard and you can bag a 2003 V70 T5 with a decent mileage for £1800.

For Spacious cabin, good interior quality, high safety rating

Against Not the sharpest-handling estate you'll ever find

3 Lexus LS400 1990-2000

One of the most well-equipped luxury saloons of the 1990s, the Lexus LS400 was arguably ahead of its time when it was launched. The company spent six years developing the LS400, racking up \$1 billion in development costs.

It paid off, though. Six-figure mileages are a regular sight with these luxury barges, and there's even one example

on record in America that has 902,000 miles on the clock and is still going strong. Opt for a post-1997 example and the 4.0-litre V8 engine pumps out 290bhp, helping the car to hit 155mph.

For Superbly built luxury saloon with plenty of kit

Against Expensive consumable items, such as exhaust and tyres





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4



Mercedes-Benz CLK430 1997-2002

The first generation of the Mercedes-Benz CLK430 is a rare machine, but a persistent scan of the classified ads will usually turn up this genuine four-seat coupé with all the toys and a thunderous 275bhp 4.3-litre V8 engine.

It's good for 0-62mph in 6.4sec and a governed top speed of 155mph. Back in 2001, a brand-new CLK430 Avantgarde would have set you back £56,000.

Today, the same car can be had for a fiver under two grand with less than 100,000 miles on the clock. However, Mercedes from this era are renowned for corrosion, so inspect any potential purchase carefully.

For Powerful V8 engine, loads of equipment
Against Uninspiring handling, dull steering feel, some electrical issues

Fiat Coupé 20v Turbo 1993-2000

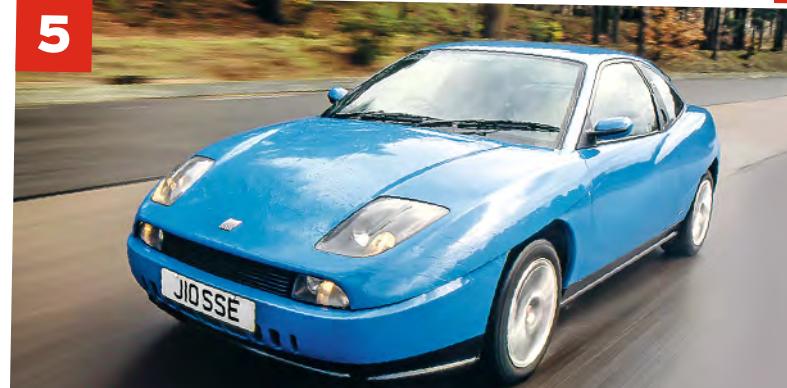
Designed by Chris Bangle, the Fiat Coupé was one of the controversial designer's better-looking efforts. Based on the Fiat Tipo platform, this sharp-handling coupé was one of the fastest front-wheel-drive cars of its era.

That was mainly down to its boisterous turbocharged 2.0-litre five-cylinder motor, which develops

220bhp. Buy a post-1998 Coupé with the six-speed manual gearbox and it will crack 0-62mph in 6.5sec and peak at 155mph. Clean, well-maintained examples can be had for £1800.

For Dramatic styling, easily exploited handling, strong performance
Against Ropye build quality, some engine issues

5



NEW CARS

A-Z

For full reviews of every car listed here, visit our website, autocar.co.uk

Autocar's star ratings explained

- ★★★★★ 0-20% Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ★★★★★ 20-35% Appalling. Massively significant failings.
- ★★★★★ 35-50% Very poor. Fails to meet any accepted class boundaries.
- ★★★★★ 50-60% Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ★★★★★ 60-65% Off the pace. Below average in nearly all areas.
- ★★★★★ 65-70% Acceptable. About average in key areas, but disappoints.
- ★★★★★ 70-75% Competent. Above average in some areas, average in others. Outstanding in none.
- ★★★★★ 75-80% Good. Competitive in key areas.
- ★★★★★ 80-85% Very good. Very competitive in key areas, competitive in secondary respects.
- ★★★★★ 85-92% Excellent. Near class leading in key areas, and in some ways outstanding.
- ★★★★★ 93% Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 83

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group		
ABARTH					ABARTH					ABARTH					ABARTH						
500 3dr hatch	Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★★			500 3dr hatch	£14205 133 155 26	4.7 V8	395 420 327	-	500 3dr hatch	£16005 133 155 27	4.7 V8	395 420 299	-	500 3dr hatch	£16857 161 142 30	4.7 V8	395 420 299	-	500 3dr hatch	£16857 161 142 30
500 CONVERTIBLE	2dr open	Open-top hot hatch; has a softer ride than the tin-top car	★★★★★		500 CONVERTIBLE	£16820 133 155 26	5.9 V12	395 430 299	-	VANTAGE ROADSTER	2dr open	Drop-top suits the Vantage's relaxed nature	★★★★★		VANTAGE ROADSTER	£135000 565 388 50	5.9 V12	395 430 299	-	VANTAGE ROADSTER	£135000 565 388 50
PUNTO EVO 3dr hatch	Scorpion-badged Punto is fun, but not the most focused hot hatch	★★★★★			PUNTO EVO 3dr hatch	£16070 103 98 13	4.7 V8	395 420 327	-	PUNTO EVO 3dr hatch	£16070 103 98 13	4.7 V8	395 420 299	-	PUNTO EVO 3dr hatch	£16070 103 98 13					
MITO 3dr hatch	Classy, well equipped and cheap. No dynamic benchmark	★★★★★			MITO 3dr hatch	£16820 103 98 13	4.7 V8	395 420 299	-	MITO 3dr hatch	£16820 103 98 13	4.7 V8	395 420 299	-	MITO 3dr hatch	£16820 103 98 13					
9.0 TB Twinair 105 Distinctive	£16820 103 98 13	5.9 V12	395 420 299	-	9.0 TB Twinair 105 Sprint	£16820 103 98 13	5.9 V12	395 420 299	-	9.0 TB Twinair 105 Sprint	£16820 103 98 13	5.9 V12	395 420 299	-	9.0 TB Twinair 105 Sprint	£16820 103 98 13					
9.0 TB Twinair 105 Line	£16820 103 98 13	5.9 V12	395 420 299	-	9.0 TB Twinair 105 Line	£16820 103 98 13	5.9 V12	395 420 299	-	9.0 TB Twinair 105 Line	£16820 103 98 13	5.9 V12	395 420 299	-	9.0 TB Twinair 105 Line	£16820 103 98 13					
1.4 140 M'air TCT Distinctive	£16820 103 98 13	5.9 V12	395 420 299	-	1.4 140 M'air TCT Distinctive	£16820 103 98 13	5.9 V12	395 420 299	-	1.4 140 M'air TCT Distinctive	£16820 103 98 13	5.9 V12	395 420 299	-	1.4 140 M'air TCT Distinctive	£16820 103 98 13					
1.4 140 M'air TCT Line	£16820 103 98 13	5.9 V12	395 420 299	-	1.4 140 M'air TCT Line	£16820 103 98 13	5.9 V12	395 420 299	-	1.4 140 M'air TCT Line	£16820 103 98 13	5.9 V12	395 420 299	-	1.4 140 M'air TCT Line	£16820 103 98 13					
1.4 170 M'air O'Verde	£16820 103 98 13	5.9 V12	395 420 299	-	1.4 170 M'air O'Verde	£16820 103 98 13	5.9 V12	395 420 299	-	1.4 170 M'air O'Verde	£16820 103 98 13	5.9 V12	395 420 299	-	1.4 170 M'air O'Verde	£16820 103 98 13					
1.3 JTDm-2 85 Sprint	£16820 103 98 13	5.9 V12	395 420 299	-	1.3 JTDm-2 85 Sprint	£16820 103 98 13	5.9 V12	395 420 299	-	1.3 JTDm-2 85 Sprint	£16820 103 98 13	5.9 V12	395 420 299	-	1.3 JTDm-2 85 Sprint	£16820 103 98 13					
1.3 JTDm-2 105 Distinctive	£16820 103 98 13	5.9 V12	395 420 299	-	1.3 JTDm-2 105 Distinctive	£16820 103 98 13	5.9 V12	395 420 299	-	1.3 JTDm-2 105 Distinctive	£16820 103 98 13	5.9 V12	395 420 299	-	1.3 JTDm-2 105 Distinctive	£16820 103 98 13					
1.6 JTDm-2 120 D'live S-S	£16820 103 98 13	5.9 V12	395 420 299	-	1.6 JTDm-2 120 D'live S-S	£16820 103 98 13	5.9 V12	395 420 299	-	1.6 JTDm-2 120 D'live S-S	£16820 103 98 13	5.9 V12	395 420 299	-	1.6 JTDm-2 120 D'live S-S	£16820 103 98 13					
1.6 JTDm-2 120 OV Line	£16820 103 98 13	5.9 V12	395 420 299	-	1.6 JTDm-2 120 OV Line	£16820 103 98 13	5.9 V12	395 420 299	-	1.6 JTDm-2 120 OV Line	£16820 103 98 13	5.9 V12	395 420 299	-	1.6 JTDm-2 120 OV Line	£16820 103 98 13					
GIULIETTA 5dr hatch	Stylish, rewarding family hatch. A new era for Alfa	★★★★★			GIULIETTA 5dr hatch	£16820 103 98 13	5.9 V12	395 420 299	-	GIULIETTA 5dr hatch	£16820 103 98 13	5.9 V12	395 420 299	-	GIULIETTA 5dr hatch	£16820 103 98 13					
2.0 JTDm 175 Excl. TCT	£16820 103 98 13	5.9 V12	395 420 299	-	2.0 JTDm 175 Excl. TCT	£16820 103 98 13	5.9 V12	395 420 299	-	2.0 JTDm 175 Excl. TCT	£16820 103 98 13	5.9 V12	395 420 299	-	2.0 JTDm 175 Excl. TCT	£16820 103 98 13					
2.0 JTDm 175 Sportiva Nav	£16820 103 98 13	5.9 V12	395 420 299	-	2.0 JTDm 175 Sportiva Nav	£16820 103 98 13	5.9 V12	395 420 299	-	2.0 JTDm 175 Sportiva Nav	£16820 103 98 13	5.9 V12	395 420 299	-	2.0 JTDm 175 Sportiva Nav	£16820 103 98 13					
4C 2dr coupé	A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★★			4C 2dr coupé	£16820 103 98 13	5.9 V12	395 420 299	-	4C 2dr coupé	£16820 103 98 13	5.9 V12	395 420 299	-	4C 2dr coupé	£16820 103 98 13					
1.75T	£16820 103 98 13	5.9 V12	395 420 299	-	1.75T	£16820 103 98 13	5.9 V12	395 420 299	-	1.75T	£16820 103 98 13	5.9 V12	395 420 299	-	1.75T	£16820 103 98 13					
ALPINA					ALPINA					ALPINA					ALPINA						
B3 2dr coupé	Rapid, useful and cheaper alternative to an M3	★★★★★			B3 2dr coupé	£16820 103 98 13	5.9 V12	395 420 299	-	B3 2dr coupé	£16820 103 98 13	5.9 V12	395 420 299	-	B3 2dr coupé	£16820 103 98 13					
3.0 S Biturbo	£16820 103 98 13	5.9 V12	395 420 299	-	3.0 S Biturbo	£16820 103 98 13	5.9 V12	395 420 299	-	3.0 S Biturbo	£16820 103 98 13	5.9 V12	395 420 299	-	3.0 S Biturbo	£16820 103 98 13					
B4 4dr saloon	Rapid, useful and cheaper alternative to an M3	★★★★★			B4 4dr saloon	£16820 103 98 13	5.9 V12	395 420 299	-	B4 4dr saloon	£16820 103 98 13	5.9 V12	395 420 299	-	B4 4dr saloon	£16820 103 98 13					
B5 4dr saloon	Rapid, useful and cheaper alternative to an M3	★★★★★			B5 4dr saloon	£16820 103 98 13	5.9 V12	395 420 299	-	B5 4dr saloon	£16820 103 98 13	5.9 V12	395 420 299	-	B5 4dr saloon	£16820 103 98 13					
B3 CONVERTIBLE 2dr open	Rapid, useful, cheaper alternative to an M3.	★★★★★			B3 CONVERTIBLE 2dr open	£16820 103 98 13	5.9 V12	395 420 299	-	B3 CONVERTIBLE 2dr open	£16820 103 98 13	5.9 V12	395 420 299	-	B3 CONVERTIBLE 2dr open	£16820 103 98 13					
3.0 S Biturbo	£16820 103 98 13	5.9 V12	395 420 299	-	3.0 S Biturbo	£16820 103 98 13	5.9 V12	395 420 299	-	3.0 S Biturbo	£16820 103 98 13	5.9 V12	395 420 299	-	3.0 S Biturbo	£16820 103 98 13					
B3 TOURING 5dr estate	Rapid, useful and cheaper alternative to an M3.	★★★★★			B3 TOURING 5dr estate	£16820 103 98 13	5.9 V12	395 420 299	-	B3 TOURING 5dr estate	£16820 103 98 13	5.9 V12	395 420 299	-	B3 TOURING 5dr estate	£16820 103 98 13					
B5 TOURING 5dr estate	Rapid, useful and cheaper alternative to an M3.	★★★★★			B5 TOURING 5dr estate	£16820 103 98 13	5.9 V12	395 420 299	-	B5 TOURING 5dr estate	£16820 103 98 13	5.9 V12	395 420 299	-	B5 TOURING 5dr estate	£16820 103 98 13					
A3 2dr hatch	Stylish, interior, stable handling and good engines. Second only to the Golf	★★★★★			A3 2dr hatch	£16820 103 98 13	5.9 V12	395 420 299	-	A3 2dr hatch	£16820 103 98 13	5.9 V12	395 420 299	-	A3 2dr hatch	£16820 103 98 13					
A3 Cabriolet 2dr open	A measured success. But the usual sacrifices make it fun free	★★★★★			A3 Cabriolet 2dr open	£16820 103 98 13	5.9 V12	395 420 299	-	A3 Cabriolet 2dr open	£16820 103 98 13	5.9 V12	395 420 299	-	A3 Cabriolet 2dr open	£16820 103 98 13					
ARIEL					ARIEL					ARIEL					ARIEL						
ATOM 0dr open	Superbike fast track mentalism. As exhilarating as cars get	★★★★★			ATOM 0dr open	£16820 103 98 13	5.9 V12	395 420 299	-	ATOM 0dr open	£16820 103 98 13	5.9 V12	395 420 299	-	ATOM 0dr open	£16820 103 98 13					
245	£16820 103 98 13	5.9 V12	395 420 299	-	245	£16820 103 98 13	5.9 V12	395 420 299	-	245	£16820 103 98 13	5.9 V12	395 420 299	-	245	£16820 103 98 13					
300	£16820 103 98 13	5.9 V12	395 420 299	-	300	£16820 103 98 13	5.9 V12	395 420 299	-	300	£16820 103 98 13	5.9 V12	395 420 299	-	300	£16820 103 98 13					
V8	£16820 103 98 13	5.9 V12	395 420 299	-	V8	£16820 103 98 13	5.9 V12	395 420 299	-	V8	£16820 103 98 13	5.9 V12	395 420 299	-	V8	£16820 103 98 13					
ASTON MARTIN					ASTON MARTIN					ASTON MARTIN					ASTON MARTIN						
RAPIDE 4dr saloon	Four-door Aston is more practical, but just as charming	★★★★★			RAPIDE 4dr saloon	£16820 103 98 13	5.9 V12	395 420 299	-	RAPIDE 4dr saloon	£16820 103 98 13	5.9 V12	395 420 299	-	RAPIDE 4dr saloon	£16820 103 98 13					
5.9 V12 S	£16820 103 98 13	5.9 V12	395 420 299	-	5.9 V12 S	£16820 103 98 13	5.9 V12	395 420 299	-	5.9 V12 S	£16820 103 98 13	5.9 V12	395 420 299	-	5.9 V12 S	£16820 103 98 13					
VANTAGE 2dr coupé	Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★★			VANTAGE 2dr coupé	£16820 103 98 13	5.9 V12	395 420 299	-	VANTAGE 2dr coupé	£16820 103 98 13	5.9 V12	395 420 299	-	VANTAGE 2dr coupé	£16820 103 98 13					
A4 AVANT 5dr estate	More appealing than the saloon. Still not brilliant	★★★★★			A4 AVANT 5dr estate	£16820 103 98 13	5.9 V12	395 420 299	-	A4 AVANT 5dr estate	£16820 103 98 13	5.9 V12	395 420 299	-	A4 AVANT 5dr estate	£16820 103 98 13					
4.4 V8 Switch-tronic	£16820 103 98 13	5.9 V12	395 420 299	-	4.4 V8 Switch-tronic	£168															

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDI 177 quattro Black Edit	£36790	175	134	29	2.0 TFSI 245 Hybrid	£64280	208	144	42
3.0 TDI 204 S line	£37660	201	129	30	2.0 TFSI 245 Hybrid L	£68245	208	146	43
3.0 TDI 204 Black Edition	£38735	201	129	30	3.0 TFSI 310 quattro SE Exec	£64290	309	183	46
3.0 TDI 245 quattro S line	£41185	242	149	35	3.0 TFSI 310 quattro Sport Exec	£67890	308	183	46
3.0 TDI 245 quattro Black Ed ⁴	£42260	242	149	35	4.0 TFSI 435 quattro SE Exec L	£76160	429	216	49
A5 CABRIOLET 2dr open	Appealing. Lower-powered, steel-sprung trim's best.	★★★★★			4.0 TFSI 435 quattro Sport Exec	£79760	429	216	49
					4.0 TFSI 520 S8	£80690	513	225	49
1.8 TFSI 170 S line	£35570	168	143	29	6.3 W12 500 quattro L	£9100	493	264	50
1.8 TFSI 170 S line Special Ed	£36695	168	143	29	3.0 TDI 250 quattro SE	£59580	254	155	46
2.0 TDI 150 S line	£37395	148	124	27	3.0 TDI 250 quattro SE L	£63545	254	155	46
2.0 TDI 150 S line Special Ed	£38520	148	124	27	3.0 TDI 250 quattro Sport Exec	£66150	247	156	46
2.0 TDI 150 SE	£34145	148	124	27	3.0 TDI 250 quattro Sport Exec L	£67585	254	155	46
2.0 TDI 177 S line Special Ed	£38950	175	127	30	3.0 TDI 250 quattro Sport Ex L	£69750	254	155	47
2.0 TFSI 225 quattro S line	£37475	222	159	37	4.2 TDI 385 quattro SE Exec	£72790	380	194	50
2.0 TFSI 225 quattro S line Sp	£38495	222	159	37	4.2 TDI 385 quattro SE Ex L	£76100	346	197	50
2.0 TFSI 225 quattro SE	£37025	222	159	36	4.2 TDI 385 quattro Sport Exec	£76390	380	194	50
2.0 TFSI 225 S line	£37025	222	148	36	05 3dr 4x4	Typically refined and competent, but feels more A3 than SUV.	★★★★★		
2.0 TFSI 225 S line Special Ed	£39830	222	148	36	3.0 TDI 150 S line	£26625	138	137	20
3.0 TDI 204 S line Special Ed	£42680	201	138	33	3.0 TDI 150 S line	£26625	138	137	20
3.0 TDI 245 quattro S line Special Ed	£46110	242	154	30	4.1 TFSI 150 S line	£23875	138	137	20
3.0 TDI 245 quattro S line Sp	£46110	242	154	30	4.2 TDI 211 quattro S line Plus	£34765	208	179	28
1.8 TFSI 170 S line	£32320	168	143	28	4.2 TDI 211 quattro S line Plus	£34715	138	149	19
3.0 TDI 333 S5	£46770	328	184	42	2.0 TDI 140 quattro S line	£20795	138	149	18
4.2 V8 R55	£69505	444	249	47	2.0 TDI 140 quattro SE	£27045	168	149	18
2.0 TDI 177 SE	£34575	175	127	29	2.0 TDI 177 quattro S line Plus	£33085	175	148	23
2.0 TDI 177 S line	£37825	175	127	30	3.0 TDI 211 quattro S line	£29305	168	144	24
3.0 TDI 204 S line	£41555	201	138	33	3.0 TDI 177 SE	£26555	168	143	24
3.0 TDI 245 quattro S line	£44985	242	154	30	3.0 TFSI 170 quattro S line Plus	£31840	168	174	24
A6 4dr saloon	The best spring A6, and one of the most appealing full stop.	★★★★★			3.0 TFSI 211 quattro S line Plus	£34765	208	179	28
					3.0 TFSI 211 quattro SE	£26740	168	174	20
3.0 BTDI 320 Black Ed	£50750	316	164	44	3.0 TFSI 170 quattro SE	£29490	168	174	20
3.0 BTDI 320 quattro S line	£48575	316	159	43	2.0 TFSI 211 quattro SE	£26665	208	179	25
3.0 TDI 218 Black Edition	£42720	215	127	35	2.0 TFSI 211 quattro Sport S line	£32415	208	179	25
3.0 TDI 218 quattro Black Edn	£44480	215	138	40	2.5 TFSI RS	£43015	306	206	37
3.0 TDI 218 quattro S line	£42305	215	133	39	2.0 TDI 140 SE	£25600	138	137	18
3.0 TDI 218 quattro S line Sp	£39855	215	133	39	2.0 TDI 140 S line	£28350	138	137	18
3.0 TDI 272 quattro Black Edn	£46040	268	138	42	2.0 TDI 177 quattro SE	£27980	175	148	21
4.0 TFSI 450 S6	£56000	429	249	42	2.0 TDI 177 quattro SE	£27045	168	149	18
2.0 TDI 190 Ultra SE	£31955	187	113	32	05 5dr 4x4	Exceptionally good handling for an SUV, but very compromised ride.	★★★★★		
2.0 TDI 190 Ultra S line	£34405	187	114	33	2.0 TDI 190 quattro S line Pl	£36270	178	174	29
2.0 TDI 190 Ultra Black Edtn	£36580	187	119	33	2.0 TFSI 180 quattro SE	£31370	178	174	28
3.0 TDI 218 SE	£38095	215	122	34	2.0 TFSI 180 quattro SE	£33770	178	174	29
3.0 TDI 218 S line	£40545	215	123	35	2.0 TFSI 180 quattro S line	£33770	178	174	29
3.0 TDI 272 quattro SE	£41415	268	133	41	2.0 TFSI 225 quattro SE	£32720	222	174	29
3.0 TDI 218 quattro S line	£43645	268	133	42	2.0 TFSI 225 quattro Sport S line	£35120	222	174	29
3.0 BTDI 320 quattro SE	£46125	316	159	43	3.0 TDI 245 quattro S line Plus	£37620	222	174	30
A6 AVANT 5dr estate	A capable stress buster; B6 is a giant killer.	★★★★★			3.0 TDI 150 quattro SE	£31635	148	154	21
					2.0 TDI 150 quattro S line	£34035	148	154	21
3.0 BTDI 320 quattro Black Ed	£52860	316	169	44	1.6d EfficientDynamics	£28085	154	152	22
3.0 BTDI 218 Black Ed	£50570	316	164	44	1.6d Sport	£29795	142	154	21
3.0 TDI 218 Black Ed	£47420	215	130	40	2.0 TDI 177 quattro S line Plus	£35010	175	154	25
3.0 TDI 218 Black Edn	£46495	215	144	40	2.0 TDI 177 quattro S line Plus	£35170	175	154	25
3.0 TDI 218 quattro S line	£44305	215	138	39	3.0 TDI 245 quattro S line	£38370	241	169	33
3.0 TDI 218 quattro SE	£41855	215	138	39	3.0 TDI 245 quattro S line	£40770	241	169	34
3.0 TDI 272 quattro Black Edn	£48055	268	144	42	3.0 TDI 245 quattro S line Plus	£43270	241	169	34
4.0 TFSI 560 R56	£77995	552	223	40	3.0 TDI 210 S line	£44715	309	179	41
4.0 TFSI 450 S6	£58000	429	174	47	07 5dr hatch	Seven-seat SUV feels its bulk.	★★★★★		
2.0 TDI 190 Ultra SE	£33955	187	118	32	1.8 TFSI 204 S line	£32615	175	154	24
2.0 TDI 190 Ultra S line	£36405	187	119	33	3.0 TDI 204 S line Plus	£50055	201	189	37
2.0 TDI 190 Ultra Black Edtn	£38580	187	124	33	3.0 TDI 210 S line Plus	£35010	175	154	25
3.0 TDI 218 SE	£40095	215	125	34	3.0 TDI 210 S line	£35145	175	154	25
3.0 TDI 218 S line	£42455	215	125	35	3.0 TDI 210 S line Style Editi	£54485	237	195	41
3.0 TDI 272 quattro SE	£43415	268	131	42	3.0 TDI 210 S line Plus	£61120	335	242	46
3.0 TDI 272 quattro S line	£45865	268	138	42	4.2 TDI 340 S line Sport Editi	£64120	335	242	47
3.0 BTDI 320 quattro S line	£48125	316	164	43	4.2 TDI 340 S line Style Editi	£62620	335	242	47
A6 ALLROAD 5dr estate	Rugged 4x4. Even more practicality and power.	★★★★★			4.2 TDI 340 S line	£34785	208	189	39
					3.0 TDI 204 S line	£34895	201	189	39
3.0 TDI 204 quattro	£43810	201	159	31	3.0 TDI 204 S line	£34555	237	189	36
3.0 TDI 245 quattro	£45350	241	165	42	3.0 TDI 245 S line	£46985	237	195	40
3.0 BTDI 313 quattro	£50115	308	176	41	3.0 TDI 245 S line	£52660	235	235	45
A7 SPORTBACK 5dr hatch	A good mix of luxury, practicality and power.	★★★★★			3.0 TDI 210 Ultra S line	£32320	170	154	26
					3.0 TDI 210 Ultra Sport	£29770	181	174	27
3.0 BTDI 313 quattro Black Ed	£56800	309	166	42	3.0 TDI 210 Ultra Sport	£29770	181	174	27
3.0 BTDI 313 quattro S line	£54450	309	166	42	3.0 TDI 210 Ultra Sport	£29770	181	174	27
3.0 BTDI 313 quattro SE	£52660	309	166	42	3.0 TDI 210 Ultra Sport	£29770	181	174	27
3.0 TDI 204	£41175	201	135	33	3.0 TDI 210 Ultra Sport	£29770	181	174	27
3.0 TDI 204 quattro Black Edt	£50585	201	152	36	3.0 TDI 210 Ultra S line	£32320	180	171	26
3.0 TDI 204 quattro S line	£48235	201	152	36	3.0 TDI 210 Ultra S line	£29860	228	137	29
3.0 TDI 204 quattro SE	£46445	201	152	36	3.0 TDI 210 Ultra S line	£32785	228	149	41
3.0 TDI 245 quattro Black Ed	£53155	242	156	41	3.0 TDI 210 Ultra S line	£32785	228	149	41
3.0 TDI 245 quattro S line	£47425	242	156	41	4.2 TFSI 430 V8	£93735	424	332	50
3.0 TDI 245 quattro S line Sp	£52155	242	156	41	5.2 FSI 525 V10	£114835	518	346	50
3.0 TDI 245 quattro S line	£49120	296	190	40	5.2 FSI 550 V10 Plus	£126835	543	346	50
3.0 TDI 245 quattro S line	£50910	296	190	41	RB SPYDER 2dr open	Great noise, and loses little of the coupe's poise.	★★★★★		
4.0 TFSI 420 S7	£62345	414	225	43					
4.0 TFSI R57	£83515	552	229	47					
3.0 TDI 204 SE	£44765	201	135	34					
3.0 TDI 245 S line	£46555	201	135	34					
3.0 TDI 245 S line quattro	£50805	242	156	41					
3.0 TDI 245 S line quattro	£50805	242	156	41					
A8 4dr saloon	Stylish, comfortable and solid. A convincing exec saloon.	★★★★★							
3.0 TDI 250 quattro SE Exec	£62185	247	155	46					

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDI 177 quattro Black Edit	£36790	175	134	29	2.0 TFSI 245 Hybrid	£64280	208	144	42
3.0 TDI 204 S line	£37660	201	129	30	2.0 TFSI 245 Hybrid L	£68245	208	146	43
3.0 TDI 204 Black Edition	£38735	201	129	30	3.0 TFSI 310 quattro SE Exec	£64290	309	183	46
3.0 TDI 245 quattro S line	£41185	242	149	35	3.0 TFSI 3				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group				
335i xDrive M Sport	£42820	309	143	43	430d Luxury	£39615	255	129	40	430d Sport	£44270	241	144	43	xDrive 20i M Sport	£30280	181	178	28	2.0 Duratec 175 SV Roadsport	£28850	175	-	1.2 PureTech 75 Touch	£12990	74	105	9
335i Luxury	£39060	302	189	37	430d xDrive Luxury	£41245	255	137	40	535d Luxury	£48920	308	143	45	xDrive 18d SE	£24230	114	128	18	1.2 PureTech 82 Touch	£13390	81	105	9				
335i M Sport	£39560	302	189	38	430d xDrive M Sport	£41760	255	141	40	535d M Sport	£48920	308	148	45	xDrive 18d SE	£25330	141	128	22	1.2 PureTech 82 Feel	£14590	81	105	9				
320i Sport	£28905	181	152	30	435d xDrive Luxury	£44455	308	143	41	518d M Sport	£35865	141	127	31	xDrive 18d Sport	£26330	141	128	22	1.2 PureTech 82 Flair	£15990	81	107	10				
320i Luxury	£30405	181	152	30	435d xDrive M Sport	£45045	308	146	41	518d Sport	£46470	241	144	43	xDrive 18d Sport	£26830	141	144	22	1.2 PureTech 110 Feel S-S	£15790	109	107	15				
320i M Sport	£30905	181	152	31	4 SERIES 2dr open A quality product to be sure, but some of the verve has gone with the roof ★★★★☆	£39880	181	133	31	520d the best	★★★★★	5 SERIES TOURING 5dr estate	Great overall	xDrive 18d M Sport	£28330	141	144	22	1.2 PureTech 110 Flair S-S	£17190	109	107	16					
328i Luxury	£33605	242	159	36	420d Luxury	£37280	242	159	36	530d Luxury	£46470	241	144	43	xDrive 18d Sport	£27830	141	144	22	1.6 Blue HDI 100 Touch	£15390	99	87	18				
328i M Sport	£34105	242	159	36	420d Luxury	£37280	242	159	36	535d Luxury	£51120	308	149	45	xDrive 18d Line	£28830	141	144	22	2.0 Duratec 175 SV	£28850	175	-	1.2 PureTech 75 Touch	£12990	74	105	9
316d ES	£26875	114	123	20	420d M Sport	£40380	181	138	31	535d Luxury	£46490	302	179	42	xDrive 18d Sport	£29830	141	144	22	1.2 PureTech 82 Touch	£13390	81	105	9				
316d SE	£27725	114	123	20	420d SE	£37380	181	138	32	535d M Sport	£46490	302	179	42	xDrive 18d Sport	£25330	141	128	22	1.2 PureTech 82 Feel	£14590	81	105	9				
316d Sport	£28725	114	123	20	420d Sport	£38880	181	133	30	520i SE	£35565	181	157	36	xDrive 20d Eff. Dyn. Business	£26760	161	119	24	1.2 PureTech 82 Flair	£15990	81	107	10				
318d SE	£28975	141	123	24	428i Luxury	£40220	242	159	36	520i Luxury	£38165	181	162	37	xDrive 20d SE	£28160	181	119	24	1.2 PureTech 110 Flair S-S	£15790	109	107	15				
318d Sport	£29975	141	123	24	428i M Sport	£40720	242	163	37	520i M Sport	£38165	181	162	37	xDrive 20d Sport	£27760	181	129	24	1.2 PureTech 110 Flair S-S	£17190	109	107	16				
318d Luxury	£31475	141	123	25	428i SE	£37720	242	159	36	528i SE	£38895	242	149	40	xDrive 20d Sport	£29160	181	125	25	1.6 Blue HDI 100 Touch	£15390	99	87	18				
318d M Sport	£31975	141	123	25	428i Sport	£39220	242	159	36	528i Luxury	£41730	242	154	41	xDrive 20d SE	£28260	181	145	24	1.6 Blue HDI 100 Feel	£16590	99	87	18				
320d SE	£30075	181	125	31	430d M Sport	£45705	255	144	41	528d Sport	£29620	181	145	24	xDrive 20d Sport	£29830	141	144	22	1.6 Blue HDI 100 Flair	£17990	99	89	18				
320d Luxury	£32575	181	125	32	435i Luxury	£45680	302	190	39	528d M Sport	£30365	141	122	30	xDrive 20d xLine	£30260	181	145	25	1.6 HDI 92 Flair ET66	£16790	89	92	16				
320d M Sport	£33075	181	125	32	435i M Sport	£46180	302	195	39	530d SE	£35865	181	127	31	xDrive 20d Eff. Dyn. Business	£27670	161	119	24	1.6 HDI 92 Flair ET66	£18190	89	94	16				
320d xDrive Sport	£32705	181	133	30	M4	£61145	242	213	45	520d SE	£34565	181	122	33	xDrive 20d M Sport	£33540	215	154	27	C5 4dr saloon Spacious and comfy. An effective and interesting Mondeo rival	★★★★★	107	125	20				
320d xDrive Luxury	£34205	181	133	31	420i SE	£34910	181	154	30	520d M Sport	£37365	181	127	34	xDrive 20d Sport	£29160	181	125	25	1.6 HDI 115 VTR	£14740	107	125	20				
320d xDrive M Sport	£34705	181	133	31	420i Sport	£36410	181	154	31	520d Sport	£37365	181	127	34	xDrive 20d Sport	£31995	84	99	7	1.6 HDI 115 ET66 VTR+	£24070	161	129	25				
320d xDrive Sport	£35025	181	133	31	430d	£37415	181	154	31	525d SE	£39310	215	136	39	xDrive 18d SE	£31295	141	131	26	1.6 HDI 160 VTR+	£24070	161	129	25				
320d Luxury	£35075	181	133	31	430d xDrive	£37415	181	154	31	525d Luxury	£41215	215	141	40	xDrive 20d SE	£33295	181	141	30	1.6 HDI 160 Excl.	£25670	161	129	25				
320d xDrive Luxury	£37905	181	133	31	430d xDrive Sport	£37415	181	154	31	528d SE	£41215	215	141	40	xDrive 20d Sport	£33295	181	141	30	C5 5dr estate Spacious and comfy. An effective and interesting Mondeo rival	★★★★★	107	125	20				
320d xDrive M Sport	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	528d M Sport	£41215	215	141	40	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive Sport	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	530d SE	£46955	241	153	43	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive Luxury	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	530d Luxury	£49460	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive M Sport	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	535d SE	£50205	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive Sport	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	535d M Sport	£50205	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive Luxury	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	535d Luxury	£50205	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive M Sport	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	535d M Sport	£50205	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive Sport	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	535d Luxury	£50205	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive Luxury	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	535d M Sport	£50205	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive M Sport	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	535d Luxury	£50205	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive Sport	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	535d M Sport	£50205	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive Luxury	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	535d Luxury	£50205	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive M Sport	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	535d M Sport	£50205	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive Sport	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	535d Luxury	£50205	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive Luxury	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	535d M Sport	£50205	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive M Sport	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	535d Luxury	£50205	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive Sport	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	535d M Sport	£50205	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive Luxury	£38405	181	133	31	430d xDrive M Sport	£37415	181	154	31	535d M Sport	£50205	302	192	44	xDrive 20d Sport	£33295	181	141	30	1.6 HDI 160 VTR+	£24470	107	117	22				
320d xDrive M Sport	£38405	181	133	31	430d xDrive M Sport</																							

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 Blue HDi 150 Excl. +	£25410	148	113	24	0.9 TwinAir 85 Lounge	£13220	84	92	10	1.2 Studio Connect	£9445	68	115	3
GRAND C4 PICASSO 5dr mpv	£15950	148	113	24	0.9 TwinAir 85 S	£13370	84	92	12	1.2 Studio	£8945	68	115	3
Plusness and an improved dynamic make for a better car	★★★★★				0.9 TwinAir 85 Colour Therapy	£14240	84	99	10	1.2 Edge	£9945	68	115	3
1.6 VTi 120 VTR	£19460	118	145	13	0.9 TwinAir 105 Cult	£14720	84	99	10	1.2 Zetec	£10695	68	115	3
1.6 VTi 120 VTR+	£20720	118	145	13	1.2 Pop	£10240	68	113	5	1.6 Zetec	£11195	68	115	3
1.6 THP 155 Excl.	£23020	154	139	21	1.2 Lounge	£11820	68	113	6	1.6 Zetec	£11445	68	115	5
1.6 THP 155 Excl. +	£25420	154	142	22						2.0T 250 Ecoboost ST	£22195	247	159	34
1.6 e-HDI 90 ETG6 VTR	£20850	91	98	15						2.0T 250 Ecoboost ST-2	£23695	247	159	35
1.6 e-HDI 90 ETG6 VTR+	£22110	91	98	15						2.0T 250 Ecoboost ST-3	£25995	247	159	36
DACIA														
SANDERO 5dr hatch														
A clever budget prospect. But its limitations are unavoidable	★★★★★				0.9 TwinAir 105 S	£18170	84	92	15	1.6 105 Style	£16795	68	103	11
0.9 Tce Ambiance	£7595	89	116	6	0.9 TwinAir 105 Lounge	£16500	103	92	15	1.6 125 Style auto	£18545	123	149	14
0.9 Tce Laureate	£8795	89	116	7	0.9 TwinAir 85 Colour Therapy	£14970	84	92	15	1.6 125 Zetec	£19545	123	149	14
0.9 Tce Stepway Ambiance	£8395	89	124	7	0.9 TwinAir 85 S	£17690	84	92	15	1.6 125 Titanium auto	£21045	123	149	14
0.9 Tce Stepway Laureate	£9995	89	124	8	1.2 Colour Therapy	£18170	84	92	15	1.6 125 Zetec	£19545	123	149	14
1.2 Access	£5995	74	135	2	1.2 Colour Therapy	£16490	84	92	15	1.6 125 Powershift	£16465	103	149	10
1.2 Ambiance	£6795	74	135	2	1.2 Colour Therapy	£14970	84	92	15	1.6 105 Titanium Powershift	£17665	103	149	10
1.2 Laureate	£7995	74	135	2	1.3 MultiJet 60	£18890	94	97	18	2.0T 150 Ecoboost ST	£24335	148	109	-
1.5 dCi Ambiance	£8595	89	99	8	1.3 MultiJet S	£17370	94	97	18	2.0T 150 Ecoboost ST-2	£22195	178	110	34
1.5 dCi Laureate	£9795	89	99	10	1.4 16v Turbo T-Jet Abarth	£16005	133	157	21	2.0T 150 Ecoboost ST-3	£23695	178	110	35
1.5 dCi Stepway Ambiance	£9395	89	105	10	0.9 TwinAir 85 Lounge S-S	£15900	84	92	15	1.6 105 Zetec	£17895	94	109	11
1.5 dCi Stepway Laureate	£10995	89	105	11	0.9 TwinAir 85 S	£16900	84	92	15	1.6 105 Zetec	£19395	114	109	16
LOGAN MCV 5dr estate					1.0T 100 Ecoboost 100 Zetec	£15395	74	119	9	1.5 TDCi 95 Style	£17995	114	109	16
Lacks its stilettos, charm. Certainly retains the cheap	★★★★★				1.0T 100 Ecoboost 100 S-S	£16500	99	119	10	1.5 TDCi 120 Zetec	£19495	118	98	11
500 CONVERTIBLE 2dr open					1.0T 100 Ecoboost 100 Zetec S	£16500	99	119	10	1.5 TDCi 120 Zetec S	£20745	118	98	11
Desirable, cute city car. Cab a better drive than hatch	★★★★★				1.0T 100 Ecoboost 125 Zetec S-S	£15995	118	99	13	1.5 TDCi 120 Titanium	£20995	118	98	11
FERRARI					1.0T 100 Ecoboost 125 Zetec S	£17195	118	99	13	1.5 TDCi 120 Titanium X	£22995	118	98	11
F12 2dr coupé					1.0T 100 Ecoboost 125 Titanium X	£18395	118	99	13	1.6 TDCi 95 Style	£17895	94	109	11
Proper V12 Ferrari with serious exclusivity and appeal	★★★★★				1.0T 100 Ecoboost 125 Titanium X-S	£19495	118	99	11	1.6 TDCi 115 Zetec	£19395	114	109	16
6.3 V12	£239352	730	350	50	1.0T 100 Ecoboost 125 Titanium X-S	£16645	123	99	15	1.6 TDCi 115 Zetec S	£20645	114	109	16
FF 2dr coupé					1.0T 125 Ecoboost 100 Zetec S	£15445	123	99	15	1.6 TDCi 120 Ecoboost	£20895	109	109	10
Four-door Ferrari estate has appeal but lacks classic DNA	★★★★★				1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£21145	123	110	14
6.3 V12	£227077	651	360	50	1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£22095	118	98	11
CALIFORNIA 2dr open					1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£22395	123	110	14
Sleek, comfortable and fast. A real improvement	★★★★★				1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£22645	123	110	14
4.3 V8	£152086	483	270	50	1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£23395	123	110	14
3.9 V8 T	£154490	552	250	50	1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£23995	123	110	14
500 MPW 5dr mpv					1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£24395	123	110	14
As above but with seven seats, flexibility in its more expensive format	★★★★★				1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£24795	178	110	34
458 2dr coupé					1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£27095	178	110	36
The complete supercar. Calm ride, explosive performance	★★★★★				1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£27195	178	110	36
458 Spider 2dr open					1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£27295	178	110	36
The complete supercar. Minus roof. A world-class head-turner	★★★★★				1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£27395	178	110	36
4.5 V8	£187841	570	307	50	1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£27495	178	110	36
FIAT					1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£27595	178	110	36
PANDA 5dr hatch					1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£27695	178	110	36
Cheap, practical and very nearly spot on	★★★★★				1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£27795	178	110	36
0.9 Twinair 85 4x4 Antartica	£14995	84	105	6	1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£27895	178	110	36
0.9 Twinair 85 Trekking	£12795	84	105	6	1.0T 125 Ecoboost 100 S-S	£16645	123	99	16	1.6 TDCi 120 Ecoboost S	£27995	178	110	36
1.3 MultiJet 75 4x4 Antartica	£15995	74	125	7	1.2 8v Easy	£11275	68	126	6	1.6 TDCi 120 Ecoboost 125 S	£17295	123	99	16
0.9 Twinair 85 Easy	£11095	84	99	7	1.2 8v GBT	£11775	68	126	6	1.6 TDCi 120 Ecoboost 125 S	£17395	123	99	16
0.9 Twinair 85 Lounge	£12595	84	99	7	1.2 8v Pop	£10175	68	126	6	1.6 TDCi 120 Ecoboost 125 S	£17495	123	99	16
0.9 Twinair 85 4x4	£14295	84	114	7	1.3 85 MultiJet Easy	£13775	85	90	13	1.6 TDCi 120 Ecoboost 125 S	£17595	123	99	16
1.2 Pop	£9095	68	120	3	1.4 8v Easy	£11685	76	132	8	1.6 TDCi 120 Ecoboost 125 S	£17695	123	99	16
Easy	£8985	68	120	4	1.4 8v GBT	£12185	76	132	8	1.6 TDCi 120 Ecoboost 125 S	£17795	123	99	16
1.2 Lounge	£10395	68	120	3	1.3 85 MultiJet GBT	£14275	85	90	13	1.6 TDCi 120 Ecoboost 125 S	£17895	123	99	16
1.3 MultiJet 75 Pop	£11295	74	104	7	1.3 MultiJet 75 Pop	£11295	74	104	7	1.6 TDCi 120 Ecoboost 125 S	£17995	123	99	16
1.3 MultiJet 75 Easy	£12095	74	104	7	1.3 MultiJet 75 Easy	£11185	80	104	7	1.6 TDCi 120 Ecoboost 125 S	£18095	123	99	16
1.3 MultiJet 75 Lounge	£12595	74	104	7	1.3 MultiJet 75 Lounge	£11185	80	104	7	1.6 TDCi 120 Ecoboost 125 S	£18195	123	99	16
1.3 MultiJet 75 Trekking	£13795	74	109	7	1.2 8v GBT	£12375	68	126	6	1.6 TDCi 120 Ecoboost 125 S	£18295	123	99	16
1.3 MultiJet 75 4x4	£15295	74	125	7	1.2 8v Pop	£10775	68	126	6	1.6 TDCi 120 Ecoboost 125 S	£18395	123	99	16
500 3dr hatch					1.4 8v Easy	£12285	76	132	8	1.6 TDCi 120 Ecoboost 125 S	£18495	123	99	16
Super desirable, cute city car. Pleasant if not involving, to drive	★★★★★				1.4 8v GBT	£12285	76	132	8	1.6 TDCi 120 Ecoboost 125 S	£18595	123	99	16
1.3 MultiJet 75 Pop	£11295	74	104	7	1.4 8v GBT	£12285	76	132	8	1.6 TDCi 120 Ecoboost 125 S	£18695	123	99	16
1.3 MultiJet 75 Easy	£12095	74	104	7	1.4 8v GBT	£12095	74	104	7	1.6 TDCi 120 Ecoboost 125 S	£18795	123	99	16
1.3 MultiJet 75 Lounge	£12595	74	104	7	1.4 8v GBT	£12595	74	104	7	1.6 TDCi 120 Ecoboost 125 S	£18895	123	99	16
1.3 MultiJet 75 Trekking	£13795	74	109	7	1.2 8v GBT	£12375	68	126	6	1.6 TDCi 120 Ecoboost 125 S	£18995	123	99	16
1.3 MultiJet 75 4x4	£15295	74	125	7	1.2 8v Pop	£10775	68	126	6	1.6 TDCi 120 Ecoboost 125 S	£19095	123	99	16
FOR					1.4 8v Easy	£11185	76	132	8	1.6 TDCi 120 Ecoboost 125 S	£19195	123	99	16
1.3 MultiJet 75 Lounge	£13795	74	104	7	1.4 8v Easy	£11185	76	132	8	1.6 TDCi				

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.5T 150 EcoBoost Titanium X	£25395	148	143	20	1.8 i-TEC EX Plus	£25255	99	145	16	1.6 CRD 128 B'De Style Nav	£21015	126	100	13	2.2D 163 Premium Luxury	£35795	161	129	12	1.25 White Au	£12445	98	130	11
1.6T 150 EcoBoost Titanium XWD	£22650	148	154	21	1.8 i-TEC S	£19255	140	137	15	130 TOURER 5dr estate	As good as we've come to expect, but not one inch better	★★★★★	★★★★★	★★★★★	2.2D 163 R-Sport	£33995	161	129	33	1.25 Quantum ISG	£11995	98	106	12
1.6T 150 EcoBoost Titan X ZWD	£25400	148	154	22	1.8 i-TEC SE Plus	£20955	99	145	15	1.6 CRD 110 B'De Class	£18955	109	110	11	2.2D 200 R-Sport	£34540	197	139	38	1.25 PANTO 5dr hatch	Cost effective and surprisingly grown up. Nice drive and cabin	★★★★★	★★★★★	★★★★★
1.5T 150 Titanium X Sport	£28345	148	143	20	1.8 i-TEC SE Plus-T	£21500	99	145	15	1.6 CRD 110 Blue Drive Active	£19695	109	110	11	1.0 VR7	£9845	68	99	6	1.25 White Au	£12445	98	130	11
1.6T 182 EcoBoost Zetec	£25160	180	179	21	1.8 i-TEC SR	£23355	99	145	15	1.6 CRD 128 B'De Style Nav	£22115	126	113	13	3.0 V6 Premium Luxury	£48510	336	224	43	1.25 Quantum ISG	£11995	98	106	12
1.5T 182 EcoBoost Zetec AWD	£25160	180	171	21	1.8 i-TEC S-T	£19800	140	137	13	1.6 CRD 128 Blue Drive Style	£20995	126	115	13	3.0 V6 Portfolio	£51410	336	224	43	1.25 PANTO 5dr hatch	Cost effective and surprisingly grown up. Nice drive and cabin	★★★★★	★★★★★	★★★★★
1.6T 182 EcoBoost Titanium	£26810	180	179	22	CIVIC TOURER 5dr estate	Versatile, comfortable and frugal, only price marks its scorecard	★★★★★	★★★★★	★★★★★	1.6 Class	£16905	116	150	9	5.0 V8 SC XFR-S	£79995	542	270	46	1.0 VR7	£9845	68	99	6
1.5T 182 EcoBoost Titanium AWD	£26795	180	171	23	1.6 i-TEC EX Plus	£27460	118	103	16	1.6 Active	£18005	118	150	10	2.2D 163 SE	£22945	161	129	33	1.25 White Au	£12445	98	130	11
1.5T 182 EcoBoost Titanium XA	£29560	180	179	23	1.6 i-TEC S	£21375	99	111	15	1.6 CRD 128 Premium	£23815	126	117	13	2.2D 200 R-Sport	£34540	197	139	38	1.25 Quantum ISG	£11995	98	106	12
1.5T 182 Ebst Titanium X Sport	£32495	180	171	23	1.6 i-TEC SE Plus	£22960	98	111	15	1.6 CRD 110 B'De Active	£19695	109	110	11	1.25 PANTO 5dr hatch	Cost effective and surprisingly grown up. Nice drive and cabin	★★★★★	★★★★★	★★★★★					
2.0 TDCi 140 Zetec 2WD	£24400	138	139	20	1.6 i-TEC SE Plus-T	£23505	118	99	15	1.6 CRD 110 Blue Drive Active	£19695	109	110	11	1.0 VR7	£9845	68	99	6	1.25 PANTO 5dr hatch	Cost effective and surprisingly grown up. Nice drive and cabin	★★★★★	★★★★★	★★★★★
2.0 TDCi 150 Zetec 2WD	£22695	148	122	20	1.6 i-TEC SR	£25560	118	103	16	1.6 CRD 128 B'De Style Nav	£22115	126	113	13	3.0 V6 Premium Luxury	£48510	336	224	43	1.0 Air	£8945	68	99	4
2.0 TDCi 140 Zetec	£23900	138	154	21	1.6 i-TEC S-T	£19200	118	99	15	1.6 CRD 128 Blue Drive Style	£20995	126	115	13	5.0 V8 SC XFR	£65440	503	270	46	1.0 Air	£8945	68	99	4
1.6T 182 EcoBoost Titanium	£26810	180	179	22	CIVIC TOURER 5dr estate	Versatile, comfortable and frugal, only price marks its scorecard	★★★★★	★★★★★	★★★★★	1.6 Class	£16905	116	150	9	5.0 V8 SC XFR-S	£79995	542	270	46	1.0 VR7	£9845	68	99	6
1.5T 182 EcoBoost Titanium AWD	£26795	180	171	23	1.6 i-TEC EX Plus	£27460	118	103	16	1.6 Active	£18005	118	150	10	2.2D 163 SE	£22945	161	129	33	1.25 White Au	£12445	98	130	11
1.5T 182 EcoBoost Titanium XA	£29560	180	179	23	1.6 i-TEC S	£21375	99	111	15	1.6 CRD 128 Premium	£23815	126	117	13	2.2D 200 R-Sport	£34540	197	139	38	1.25 Quantum ISG	£11995	98	106	12
1.5T 182 Ebst Titanium X Sport	£32495	180	171	23	1.6 i-TEC SE Plus	£22960	98	111	15	1.6 CRD 110 B'De Active	£19695	109	110	11	1.25 PANTO 5dr hatch	Cost effective and surprisingly grown up. Nice drive and cabin	★★★★★	★★★★★	★★★★★					
2.0 TDCi 140 Zetec 2WD	£24400	138	139	20	1.6 i-TEC SE Plus-T	£23505	118	99	15	1.6 CRD 110 Blue Drive Active	£19695	109	110	11	1.0 VR7	£9845	68	99	6	1.25 PANTO 5dr hatch	Cost effective and surprisingly grown up. Nice drive and cabin	★★★★★	★★★★★	★★★★★
2.0 TDCi 150 Zetec 2WD	£22695	148	122	20	1.6 i-TEC SR	£25560	118	103	16	1.6 CRD 128 B'De Style Nav	£22115	126	113	13	3.0 V6 Premium Luxury	£48510	336	224	43	1.0 Air	£8945	68	99	4
2.0 TDCi 140 Zetec	£23900	138	154	21	1.6 i-TEC S-T	£19200	118	99	15	1.6 CRD 128 Blue Drive Style	£20995	126	115	13	5.0 V8 SC XFR	£65440	503	270	46	1.0 Air	£8945	68	99	4
1.6T 182 EcoBoost Titanium	£26810	180	179	22	ACCORD TOURER 4dr saloon	Comfortable interior. Fidely dash and forgettable drive	★★★★★	★★★★★	★★★★★	1.6 Class	£16905	116	150	9	5.0 V8 SC XFR-S	£79995	542	270	46	1.0 VR7	£9845	68	99	6
1.6T 182 EcoBoost Titanium XWD	£26795	180	171	23	1.6 i-TEC EX Plus	£27460	118	103	16	1.6 Active	£18005	118	150	10	2.2D 163 SE	£22945	161	129	33	1.25 White Au	£12445	98	130	11
1.5T 182 EcoBoost Titanium XA	£29560	180	179	23	1.6 i-TEC S	£21375	99	111	15	1.6 CRD 128 Premium	£23815	126	117	13	2.2D 200 R-Sport	£34540	197	139	38	1.25 Quantum ISG	£11995	98	106	12
1.5T 182 Ebst Titanium X Sport	£32495	180	171	23	1.6 i-TEC SE Plus	£22960	98	111	15	1.6 CRD 110 B'De Active	£19695	109	110	11	1.25 PANTO 5dr hatch	Cost effective and surprisingly grown up. Nice drive and cabin	★★★★★	★★★★★	★★★★★					
2.0 TDCi 140 Zetec 2WD	£24400	138	139	20	1.6 i-TEC SE Plus-T	£23505	118	99	15	1.6 CRD 110 Blue Drive Active	£19695	109	110	11	1.0 VR7	£9845	68	99	6	1.25 PANTO 5dr hatch	Cost effective and surprisingly grown up. Nice drive and cabin	★★★★★	★★★★★	★★★★★
2.0 TDCi 150 Zetec 2WD	£22695	148	122	20	1.6 i-TEC SR	£25560	118	103	16	1.6 CRD 128 B'De Style Nav	£22115	126	113	13	3.0 V6 Premium Luxury	£48510	336	224	43	1.0 Air	£8945	68	99	4
2.0 TDCi 140 Zetec	£23900	138	154	21	1.6 i-TEC S-T	£19200	118	99	15	1.6 CRD 128 Blue Drive Style	£20995	126	115	13	5.0 V8 SC XFR	£65440	503	270	46	1.0 Air	£8945	68	99	4
1.6T 182 EcoBoost Titanium	£26810	180	179	22	ACCORD TOURER 4dr saloon	Comfortable interior. Fidely dash and forgettable drive	★★★★★	★★★★★	★★★★★	1.6 Class	£16905	116	150	9	5.0 V8 SC XFR-S	£79995	542	270	46	1.0 VR7	£9845	68	99	6
1.6T 182 EcoBoost Titanium XWD	£26795	180	171	23	1.6 i-TEC EX Plus	£27460	118	103	16	1.6 Active	£18005	118	150	10	2.2D 163 SE	£22945	161	129	33	1.25 White Au	£12445	98	130	11
1.5T 182 EcoBoost Titanium XA	£29560	180	179	23	1.6 i-TEC S	£21375	99	111	15	1.6 CRD 128 Premium	£23815	126	117	13	2.2D 200 R-Sport	£34540	197	139	38	1.25 Quantum ISG	£11995	98	106	12
1.5T 182 Ebst Titanium X Sport	£32495	180	171	23	1.6 i-TEC SE Plus	£22960	98	111	15	1.6 CRD 110 B'De Active	£19695	109	110	11	1.25 PANTO 5dr hatch	Cost effective and surprisingly grown up. Nice drive and cabin	★★★★★	★★★★★	★★★★★					
2.0 TDCi 140 Zetec 2WD	£24400	138	139	20	1.6 i-TEC SE Plus-T	£23505	118	99	15	1.6 CRD 110 Blue Drive Active	£19695	109	110	11	1.0 VR7	£9845	68	99	6	1.25 PANTO 5dr hatch	Cost effective and surprisingly grown up. Nice drive and cabin	★★★★★	★★★★★	★★★★★
2.0 TDCi 150 Zetec 2WD	£22695	148	122	20	1.6 i-TEC SR	£25560	118	103	16	1.6 CRD 128 B'De Style Nav	£22115	126	113	13	3.0 V6 Premium Luxury	£48510	336	224	43	1.0 Air	£8945	68	99	4
2.0 TDCi 140 Zetec	£23900	138	154	21	1.6 i-TEC S-T	£19200	118	99	15	1.6 CRD 128 Blue Drive Style	£20995	126	115	13	5.0 V8 SC XFR	£65440	503	270	46	1.0 Air	£8945	68	99	4
1.6T 182 EcoBoost Titanium	£26810	180	179	22	ACCORD TOURER 5dr estate	As above but more desirable and useful	★★★★★	★★★★★	★★★★★	1.6 Class	£16905	116	150	9	5.0 V8 SC XFR-S	£79995	542	270	46	1.0 VR7	£9845	68	99	6
1.6T 182 EcoBoost Titanium XWD	£26795	180	171	23	1.6 i-TEC EX	£27460	118	103	16	1.6 Active	£18005	118	150	10	2.2D 163 SE	£22945	161	129	33	1.25 White Au	£12445	98	130	11
1.6T 182 EcoBoost Titanium XA	£29560	180	179	23	1.6 i-TEC S	£21375	99	111	15	1.6 CRD 128 Premium	£23815	126	117	13	2.2D 200 R-Sport	£34540	197	139	38	1.25 Quantum ISG	£11995	98	106	12
1.6T 182 Ebst Titanium X Sport	£32495	180	171	23	1.6 i-TEC SE Plus	£22960	98	111	15	1.6 CRD 110 B'De Active	£19695	109	110	11	1.25 PANTO 5dr hatch	Cost effective and surprisingly grown up. Nice drive and cabin	★★★★★	★★★★★	★★★★★					
2.0 TDCi 140 Zetec 2WD	£24400	138	139	20	1.6 i-TEC SE Plus-T	£23505	118	99	15	1.6 CRD 110 Blue Drive Active	£19695	109	110	11	1.0 VR7	£9845	68	99	6	1.25 PANTO 5dr hatch	Cost effective and surprisingly grown up. Nice drive and cabin	★★★★★	★★★★★	★★★★★
2.0 TDCi 150 Zetec 2WD	£22695	148	122	20	1.6 i-TEC SR	£25560	118	103	16	1.6 CRD 128 B'De Style Nav	£22115	126	113	13	3.0 V6 Premium Luxury	£48510	336	224	43	1.0 Air	£8945	68	99	4
2.0 TDCi 140 Zetec	£23900	138	154	21	1.6 i-TEC S-T	£19200	118	99	15	1.6 CRD 128 Blue Drive Style	£20995	126	115	13	5.0 V8 SC XFR	£65440	503	270	46	1.0 Air	£8945	68	99	4
1.6T 182 EcoBoost Titanium	£26810	180	179</td																					

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group					
NR 5dr hatch Some good ideas, but dramatically off the pace to drive ★★★★★					2.0 Skyactiv-G 165 SE Return to the old Merc qualities. ★★★★★	£1895	162	139	15	E-CLASS 4dr saloon A return to the old Merc qualities. Refined and relaxing ★★★★★	£24895	162	139	16	MC 5dr hatch Neatly tuned and nicely styled supermini. Flaws covered up by price ★★★★★	£23995	181	139	30	1.6D C'per Pper-Md 2WD ★★★★★	£1840	110	115	18
300h S 2WD ★★★★★	£29495	195	116	29	2.0 Skyactiv-G 165 Sport Nav ★★★★★	£24895	162	139	16	1.6T S Sport-Media Pack ★★★★★	£25105	181	139	30	1.6D C'per Ch.2WD ★★★★★	£21965	110	115	18					
300h SE ★★★★★	£31495	195	121	31	2.2D Skyactiv-D 150 SE-L ★★★★★	£23695	148	119	18	1.6T S Sport-Media Pack ★★★★★	£24670	181	139	30	1.6D C'per Ch.Md 2WD ★★★★★	£23020	110	115	18					
300h Luxury ★★★★★	£34495	195	121	31	2.2D Skyactiv-D 150 SE-L Lux ★★★★★	£25295	148	119	20	1.6T S Sport-Media Pack ★★★★★	£26255	181	139	30	1.6D Cooper ALL4 4WD ★★★★★	£20570	110	129	16					
300h F Sport ★★★★★	£36995	195	121	32	2.2D Skyactiv-D 150 SE-L Lux Nav ★★★★★	£25995	148	119	20	1.6T S Sport-Media Pack ★★★★★	£24260	181	139	30	1.6D Alfa 4'per ★★★★★	£21710	110	129	16					
300h Premier ★★★★★	£42995	195	121	33	2.2D Skyactiv-D 150 Sport Nav ★★★★★	£26695	148	119	19	1.6T S Sport-Media Pack ★★★★★	£25410	181	139	30	1.6D C'per ALL4 Md. ★★★★★	£22370	110	129	16					
RX-5dr 4x4 Low flexibility, but hybrid function makes a degree of economic sense ★★★★★					2.2D Sky-D 150 SE-L AWD ★★★★★	£25395	148	136	17	1.6T S John Cooper Works ★★★★★	£25295	208	157	36	1.6D Alfa 4'per Pep. ★★★★★	£23040	110	129	16					
450h S 2WD ★★★★★	£44495	245	145	41	2.2D Sky-D 150 SE-L Nav AWD ★★★★★	£26095	148	136	17	1.6T S Chili-Media Pack ★★★★★	£26655	208	157	36	1.6D C'per ALL4 Ch. ★★★★★	£23165	110	129	16					
450h Luxury ★★★★★	£48495	245	145	41	2.2D Sky-D 175 Sport Nav AWD ★★★★★	£26965	173	136	21	1.6T S Chili-Sport Pack ★★★★★	£26780	208	157	36	1.6D Cooper ALL4 C-M ★★★★★	£24220	110	129	16					
450h F Sport ★★★★★	£51995	245	145	42	2.0 150 Sport Venture ★★★★★	£20495	148	159	16	1.6T S Chili-Sport Pack ★★★★★	£27930	208	157	36	2.0D Cooper SD ALL4 Media ★★★★★	£22240	110	129	16					
450h Premier ★★★★★	£55495	245	145	42	1.6 110 Sport Venture ★★★★★	£1895	114	138	16	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili Pack ★★★★★	£23460	110	130	20					
LOTUS					1.6 200 Sport Venture ★★★★★	£1895	114	138	16	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£25870	110	130	20					
ELISE 2dr open	Pure sports car. Great chassis and steering, low running costs ★★★★★				1.6 200 Sport Venture ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£26925	110	130	20					
1.6 Club Racer ★★★★★	£28580	134	149	43	1.8i Sport Venture ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
16 ★★★★★	£29050	134	149	43	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
1.6 Sport ★★★★★	£30650	134	149	43	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
1.8 Sport ★★★★★	£37205	217	175	43	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
EXIGE 2dr coupé	Sharp, uncompromising track car. Unforgiving on road ★★★★★				1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
3.5 V6 S ★★★★★	£54610	345	236	47	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
EVORA 2dr coupé	Sublime combination of pliant ride and sweet handling ★★★★★				1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
EVORA 5dr coupé ★★★★★	£5050	276	215	50	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
3.5 V6+2 ★★★★★	£54980	276	217	50	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
MASERATI					1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
GHIBLI 4dr saloon	Classy and entertaining but less polished than a 5-Series ★★★★★				1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
GRANTURISMO 2dr coupé	Fantastic looks and soundtrack, average chassis ★★★★★				1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
GRANCARBO 2dr open	Fantastic looks and soundtrack, average chassis ★★★★★				1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
GRANCARBO 4dr open	Fantastic looks and soundtrack, average chassis ★★★★★				1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
GRANCARBO 5dr estate	Fantastic looks and soundtrack, average chassis ★★★★★				1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
MAZDA					1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
2 5dr hatch	Much more grown-up now. Handsome and comfortable - if slightly less fun ★★★★★				1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
2.0 120 SE ★★★★★	£17995	119	110	11	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
1.5 75 SE ★★★★★	£12995	74	110	11	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
1.5 75 SE-L ★★★★★	£12995	74	110	11	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
1.5 90 SE-L ★★★★★	£13995	90	105	10	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
1.5 90 SE-L Nav ★★★★★	£13995	90	105	10	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
1.5 90 Sport ★★★★★	£14995	90	105	10	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
1.5 90 Sport Nav ★★★★★	£15995	99	110	10	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
3 4dr saloon ★★★★★	Refined, well-priced family choice. Dynamically satisfying, too ★★★★★				1.8i SE ★★★★★	£1895	119	113	11	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
2.0 120 SE ★★★★★	£17995	119	119	17	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
2.0 120 SE-L ★★★★★	£18795	119	119	17	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
2.0 120 SE-L Nav ★★★★★	£18795	119	119	17	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-Med ★★★★★	£23460	110	130	20					
2.0 120 Sport ★★★★★	£20195	119	119	18	1.8i SE ★★★★★	£1895	125	167	21	1.6T S Chili-Sport Pack ★★★★★	£18910	208	157	36	2.0D Cooper SD ALL4 Chili-M									

AUTOCAR TOP FIVES

Hypercars



1 McLaren P1 From £866k
McLaren set out to build the best driver's car in the world and has come ridiculously close. A 903bhp go-kart. ★★★★★



2 Porsche 918 Spyder From £674k
Only in this category does five stars not guarantee the class lead. The 918 feels built to rule, too. A mind-boggler. ★★★★★



3 LaFerrari From £950k
No UK drive means its amazing numbers are as yet unverified – but our first look suggests its reputation is deserved. ★★★★★



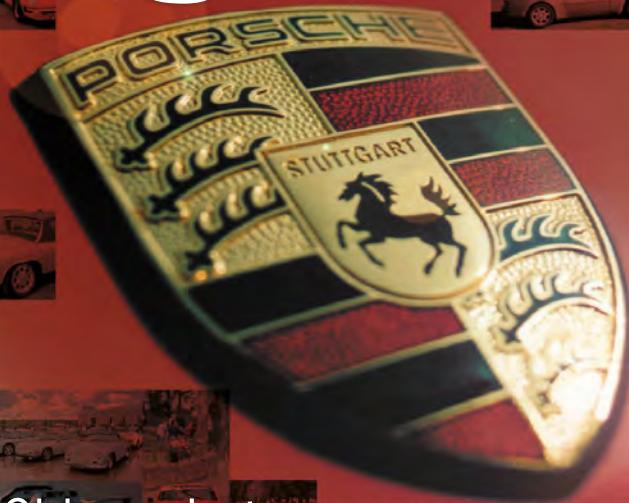
4 Bugatti Veyron From £1.15m
A waning obsession with petrol power taken to its extreme limit. There are better cars – but none quicker. ★★★★★



5 Pagani Huayra From £1.4m
The last century's idea of a hypercar. Staggering in almost every way – not least its looks. As exclusive as it gets. ★★★★★

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
OASHQAI 5dr hatch Second generation a masterly update of the first. The crossover to beat. ★★★★★					1.6 dCi 115 Active £19345 111 95 18					1.2 Tce 130 GT Line TomTom EDC £22470 113 119 15				
1.6 dCi 130 Tekna 4WD £28500 128 115 19					1.6 dCi 115 Allure £20545 113 100 18					1.5 dCi 110 Knight Edition S- £19645 109 90				
1.2 DIG-T 115 Visia £18265 113 129 17					1.6 dCi 115 Feline £22145 113 100 19					1.6 110 Knight Edition £18150 109 159 14				
1.2 DIG-T 115 Acenta £19850 113 129 14					2.0 BlueHDi 150 Active £20395 148 99 24					1.2 Tce 115 Dyn'que TomTom S- £19570 113 119 14				
1.2 DIG-T 115 N-tec £21700 113 129 14					2.0 BlueHDi 150 Allure £21845 148 105 25					1.2 Tce 115 GT Line TomTom S- £21070 113 119 15				
1.2 DIG-T 115 N-tec + £22250 113 129 14					2.0 BlueHDi 150 Feline £23445 148 105 26					1.6 WtI 110 Expr.+ £17750 109 159 14				
308 SW 5dr estate Thoughtfully developed and very well appointed but still no class leader. ★★★★★					2.0 BlueTech 110 Active £17145 106 109 13					1.6 WtI 110 Dyn'que TomTom £18750 109 159 15				
1.6 DIG-T 115 Tekna £23800 113 129 14					1.6 BlueHDi 120 Active £20745 116 85 20					1.5 dCi 110 Expr. + S- £19245 109 90 16				
1.6 DIG-T 163 N-tec + £23200 161 138 14					1.6 BlueTech 110 Access £18345 113 105 18					1.5 dCi 110 Dyn'que TomTom S- £20245 109 90 17				
1.6 DIG-T 163 Tekna £23750 161 138 14					1.6 BlueTech 110 Active £18845 116 109 13					1.5 110 GT Line TomTom S- £21745 109 18 1				
1.5 dCi 110 Visia £20015 109 99 17					1.6 BlueTech 130 Active £19595 128 109 14					1.6 dCi 130 Dyn'que TomTom S- £20245 128 104 20				
1.5 dCi 110 Acenta £21600 109 99 17					1.6 BlueTech 130 Allure £20795 128 115 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.5 dCi 110 N-tec £23450 109 99 14					1.6 BlueHDi 120 Active £20745 116 85 20					MEGANE 3dr coupé Stylish but average in normal guise. R'sport excellent. ★★★★★				
1.5 dCi 110 N-tec + £24000 109 99 14					1.6 BlueHDi 120 Allure £21945 116 88 21					1.2 Tce 130 GT Line TomTom EDC £22245 113 119 15				
1.5 dCi 110 Tekna £25550 109 99 15					1.6 dCi 115 Access £18345 113 105 18					1.5 dCi 110 Knight Edition S- £19645 109 90				
1.5 dCi 110 Tekna £26800 128 115 19					1.6 dCi 115 Feline £22845 113 100 19					1.6 110 Knight Edition £18150 109 159 14				
X-TRAIL 5dr 4x4 Sleek, Qashqai-based crossover is an easy win if you require seven seats. ★★★★★					1.6 dCi 115 Active £19345 113 105 18					1.2 Tce 115 Dyn'que TomTom S- £19570 113 119 14				
1.6 dCi Visia 2WD £23195 128 129 19					1.6 dCi 115 Allure £21545 113 108 18					1.2 Tce 115 GT Line TomTom S- £21070 113 119 15				
1.6 dCi Tekna 2WD £24995 128 129 19					1.6 dCi 115 Active £20405 81 111 13					1.6 WtI 110 Expr. + £17750 109 159 14				
PATHFINDER 5dr 4x4 Tough, but no Discovery. Spacious but unfined. ★★★★★					1.6 dCi 115 Allure £217845 91 99 15					1.6 WtI 110 Dyn'que TomTom £18750 109 159 15				
1.6 dCi 2WD £27645 128 129 19					1.6 dCi 115 Active £20945 91 99 15					1.2 Tce 130 GT Line TomTom EDC £22245 113 119 15				
1.6 dCi 4WD £29345 128 129 19					1.6 dCi 115 Feline £22845 113 100 19					1.5 dCi 110 Expr. + S- £19245 109 90 16				
370Z 2dr coupé Great engine and poised handling. Lots of road noise. ★★★★★					1.6 dCi 115 Active £19345 113 105 18					1.5 dCi 110 Dyn'que TomTom S- £20245 109 90 17				
3.7 V6 Nismo £37015 345 248 46					1.6 dCi 115 Allure £21545 113 108 18					1.5 110 GT Line TomTom S- £21745 109 18 1				
3.7 V6 £36280 188 224 31					2.0 BlueHDi 150 Active £20295 140 119 28					1.6 dCi 130 Dyn'que TomTom S- £22445 128 104 20				
508 5dr estate As good as saloon, only better. ★★★★★					2.0 BlueHDi 150 Allure £20395 148 109 30					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.6 dCi 2WD £27015 323 248 46					2.0 BlueHDi 163 Allure £21795 161 140 30					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.6 dCi Tekna 2WD £29645 128 129 19					2.2 HDi 200 GT £30645 201 140 37					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.6 dCi Tekna 4WD £31345 128 139 20					1.6 e-HDi 115 Active £22045 113 111 24					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
PATHFINDER 5dr 4x4 Tough, but no Discovery. Spacious but unfined. ★★★★★					1.6 e-HDi 115 Active £20495 113 111 25					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.6 dCi 2WD £27645 128 129 19					1.6 e-HDi 115 Feline £24895 113 111 25					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.6 dCi 4WD £29345 128 129 19					1.6 e-HDi 115 Active £20495 113 111 25					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
108 3dr hatch Sister car to the Aygo. And distant second to most city car rivals. ★★★★★					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 Access £8245 68 95 6					1.6 e-HDi 70 Access £17445 67 104 10					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 Active £9495 68 95 6					1.6 e-HDi 70 Active £17555 67 104 10					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 Active Top £10345 68 95 7					1.6 e-HDi 92 Active £16425 91 103 17					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 Active S-S £9745 68 88 7					1.6 e-HDi 92 Active £16485 91 98 17					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 Active S-S Top £10595 68 88 7					1.6 e-HDi 92 Feline £17445 91 103 17					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.2 VTi Allure £10995 81 99 11					1.6 e-HDi 92 Feline £17445 91 103 17					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.2 VTi Allure £11845 81 99 11					1.6 e-HDi 92 Feline £17445 91 103 17					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.2 VTi Feline £11845 81 99 11					1.6 e-HDi 92 Feline £17445 91 103 17					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
108 5dr hatch Sister car to the Aygo. And distant second to most city car rivals. ★★★★★					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 Active £8985 68 95 6					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 Active Top £10745 68 95 7					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 Active S-S £10145 68 88 7					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 Active S-S Top £10995 68 88 7					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.2 VTi Allure £11395 81 99 11					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.2 VTi Allure £12145 81 99 11					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.2 VTi Feline £12145 81 99 11					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
208 5dr hatch Big improvement for Peugeot, if not the supermini class. ★★★★★					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 VTi Access £10195 67 99 5					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 VTi Access £11445 67 99 6					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 VTi Active £12395 67 99 6					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 VTi Active £10145 67 99 6					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 VTi Active £10995 67 99 6					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.2 VTi Allure £11395 81 99 11					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.2 VTi Allure £12145 81 99 11					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.2 VTi Feline £12145 81 99 11					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
208 5dr hatch Big improvement for Peugeot, if not the supermini class. ★★★★★					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 VTi Access £10795 67 99 5					1.6 e-HDi 115 Active £19345 113 119 15					1.6 dCi 130 GT Line TomTom S- £22245 128 104 20				
1.0 VTi Access £120														

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 TDI 105 SE	£16460	104	112	14	1.2 TSI 86 S	£13980	84	119	10	2.0 TDI 140 Laurin Klement 4x4	£30350	138	139	23
1.6 TDI 105 FR	£16460	104	112	14	1.2 TSI 86 SE	£14930	84	119	10	2.0 TDI 140 Outdoor 4x4	£27000	138	139	23
2.0 TDI 143 FR	£17635	141	123	22	1.2 TSI 86 GreenTech S	£14230	84	114	10	2.0 TDI 140 Outdoor Plus 4x4	£28000	138	139	23
IBIZA 5dr estate	Rivals are more practical but Ibiza is fun				1.2 TSI 86 GreenTech SE	£15180	84	114	10	2.0 TDI 140 S	£21615	138	119	22
1.2 TDI 5 A-C	£12660	69	128	5	1.2 TSI 105 SE	£15630	104	125	13	2.0 TDI 140 SE	£23410	138	119	23
1.4 85 SE	£13795	84	139	9	1.2 TSI 105 GreenTech SE	£15880	104	118	13	2.0 TDI 140 SE Business	£22370	138	119	22
1.4 85 Toca	£14120	84	139	11	1.2 TSI 105 GreenTech Eleg.	£16630	104	118	13	2.0 TDI 170 Eleg.	£27050	168	122	26
1.2 TSI 105 SE DSE	£15435	103	124	12	1.2 TSI 105 Sport	£15630	104	125	15	2.0 TDI 170 Eleg. 4x4	£29950	168	149	25
1.2 TSI 105 FR	£15440	103	119	12	1.2 TSI 122 DSE DSG	£17425	120	134	26	2.0 TDI 170 Laurin & Klement	£29690	168	122	24
1.4 TDI 140 ACT FR	£16745	138	109	21	1.4 TSI 122 Eleg. DSG	£18175	120	134	16	2.0 TDI 170 Laurin & Klement 4x4	£32590	168	149	25
1.2 TDI 75 S-A-C	£14555	74	105	7	1.4 TSI 122 GreenTech SE DSG	£17545	120	127	18	2.0 TDI 170 Outdoor 4x4	£29240	168	149	25
1.2 TDI 75 S-A-C Econotive	£15080	74	92	7	1.4 TSI 122 GreenTech Eleg.	£18295	120	127	18	2.0 TDI 170 Outdoor Plus 4x4	£30240	168	149	25
1.2 TDI 75 S-A-C Econotive	£15610	74	92	7	1.6 TDI 105 S	£16430	103	114	16	2.0 TDI 170 SE	£24340	168	122	25
1.6 TDI 105 SE	£16160	104	112	14	1.6 TDI 105 SE	£17380	103	114	15	2.0 TDI 170 SE 4x4	£27240	168	149	24
1.6 TDI 105 FR	£17160	104	114	12	1.6 TDI 105 Eleg.	£18130	103	114	15	3.6 V6 FSI Eleg. 4WD	£19395	256	217	34
TOLEDO 5dr hatch	Makes practical sense, but leaves no other lasting impression				1.6 TDI 105 GreenTech SE	£17630	103	106	15	3.6 V6 FSI Laurin & Klement	£34575	256	217	34
1.2 TSI 85 S	£14265	84	119	10	1.6 TDI 105 GreenTech Eleg.	£18380	103	106	15	1.6 TDI 105 Eleg. Greenline	£35375	103	113	17
1.2 TSI 105 S	£15295	104	116	13	1.6 TDI 105 GreenTech Eleg.	£18440	104	124	15	1.6 TDI 105 Eleg. Greenline	£35375	103	113	17
1.2 TSI 105 SE	£16510	104	118	14	1.2 TSI 105 Eleg.	£16640	104	124	15	1.6 TDI 105 Eleg. Greenline	£35375	103	113	17
1.4 TSI 122 DSE	£17965	120	130	13	1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14	1.2 TSI 85 S	£12750	84	134	9
1.6 TDI CR 5 Econotive	£17150	104	105	14	1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14	1.2 TSI 85 SE	£14135	84	134	9
1.6 TDI CR 5 Econotive	£18370	104	106	15	1.2 TSI 105 SE	£16810	104	125	14	1.2 TSI 85 Scout	£14685	84	134	9
LEON 3dr hatch	Sharp looks and handling. Inevitably back from the Golf's quality				1.2 TSI 86 GreenTech S	£14590	84	114	12	1.2 TSI 105 S auto	£14185	104	134	12
1.6 TDI 110 SE Econotive	£19625	108	87	14	1.2 TSI 86 GreenTech S	£15730	84	114	12	1.2 TSI 105 SE	£14800	104	134	12
1.2 TSI 110 S	£15815	108	114	13	1.2 TSI 86 SE	£14340	84	119	11	1.2 TSI 105 SE	£15350	104	134	12
1.2 TSI 110 S	£16195	108	114	13	1.2 TSI 86 SE	£15840	84	119	11	1.2 TDI 75 Greenline II	£16325	74	109	9
1.2 TSI 110 SE	£16935	108	114	13	1.4 TSI 122 Eleg. DSG	£18445	120	134	18	1.6 TDI 90 SE	£15415	89	124	11
1.4 TSI 125 SE	£17535	123	120	16	1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18	1.6 TDI 90 SE	£15415	89	124	11
1.4 TSI 140 FR	£19265	138	119	18	1.4 TSI 122 G Tech Eleg. DSG	£18565	120	127	18	1.6 TDI 90 SE	£15640	104	124	13
1.8 TSI 180 FR	£20740	178	137	25	1.4 TSI 122 DSE DSG	£17985	120	134	17	1.6 TDI 90 SE	£16190	104	124	13
2.0 TSI 265 Cupra	£25960	261	154	32	1.6 TDI 105 Eleg.	£18390	103	114	16	1.6 TDI 90 SE	£16800	104	134	12
2.0 TSI 280 Cupra	£27210	276	154	33	1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16	1.6 TDI 90 SE	£17125	104	134	12
1.6 TDI CR 105 S	£17515	104	99	13	1.6 TDI 105 GreenTech SE	£18180	103	106	16	1.6 TDI 105 Outdoor SE B'n's G	£19915	103	119	14
1.6 TDI CR 105 SE	£18635	104	99	13	1.6 TDI 105 S	£16790	103	114	15	2.0 TDI 110 Outdoor 4WD	£2105	109	154	14
2.0 TDI CR 150 SE	£19985	148	106	19	1.6 TDI 105 SE	£17930	103	116	16	2.0 TDI 140 Outdoor SE B'ss 4	£22230	138	152	18
2.0 TDI CR 150 FR	£21530	148	106	20	1.6 TDI 90 Greenline	£17195	89	99	14	1.6 TDI 105 S	£16915	103	142	13
LEON 5dr hatch	Sharp looks and handling. Inevitably back from the Golf's quality				1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14	1.6 TDI 105 SE	£18425	103	142	13
1.6 TDI 110 SE Econotive	£19925	108	87	14	1.6 TDI 90 SE	£17180	89	114	14	1.6 TDI 105 SE	£18425	103	142	13
1.2 TSI 110 S	£16115	108	114	13	1.6 TDI 90 Eleg.	£17740	89	114	14	1.6 TDI 105 SE	£18425	103	142	13
1.2 TSI 110 SE	£17235	108	114	13	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
1.4 TSI 125 SE	£17835	123	120	16	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
1.4 TSI 140 FR	£19565	138	119	18	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
1.8 TSI 180 FR	£21040	178	137	25	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22820	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22520	181	109	26	OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.6 TDI 105 SE	£18425	103	142	13
2.0 TSI CR 184 FR	£22													

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group					
1.8 VT-1 T4	£23745	134	92	15	1.4 VT-1 Spirit	£25295	134	92	15	1.40 90 Sting	£9340	89	121	-	1.7 CDTi 130 ecoFLEX Sport 5-S	£21450	129	114	14	2.0 CDTi 120 SRI	£22184	118	104	15	1.61 115 SE 5-S	£20764	114	113	17
1.8 VT-1 T Spirit	£23395	134	92	16	1.40 90 Design	£11245	89	121	-	1.7 CDTi 130 ecoFLEX SRI 5-S	£22680	129	114	17	2.0 CDTi 120 SRI Nav	£23034	118	104	15	1.4T 140 Tech Line 2WD 5-S	£16924	138	139	11					
1.8 VT-i Plug-In	£33395	134	92	16	1.40 90 Easytronic Design	£11900	89	119	-	2.0 CDTi GTC Sp. 165	£22000	163	127	20	2.0 CDTi 120 SRI VX-Line	£23404	118	104	16	1.4T 140 Tech Line 4x4 5-S	£18464	138	149	11					
PRIUS+ 5dr mpv	Expensive and ugly. Bigger though				1.40 90 SRI	£11940	89	121	-	2.0 CDTi GTC SRI 165	£23225	163	127	20	2.0 CDTi 120 SRI VX-Line Nav	£24254	118	104	16	1.4T 140 Exclusiv 2WD 5-S	£18924	138	139	12					
★★★★★					1.40 90 SRI VX-Line	£12975	89	121	-	2.0 CDTi 195 BiTurbo 5-S	£24220	192	129	-	2.0 CDTi 120 Tech Line	£23034	118	104	16	1.4T 140 Exclusiv 4x4 5-S	£20624	138	149	12					
1.8 VT-i Icon	£26145	178	96	11	1.40 90 Turbo SRI	£12585	89	121	-	CASCADA 2dr open	Comfortable and credible			-	2.0 CDTi 130 Design	£19544	129	104	16	1.4T 140 SE 2WD 5-S	£21424	138	149	13					
1.8 VT-i Excel	£29445	176	101	12	1.40 100 Turbo SRI	£12595	99	119	10	alternative to the usual ragtos	★★★★★			-	2.0 CDTi 130 Design Nav	£20394	129	104	16	1.4T 140 SE 4x4 5-S	£23124	138	149	13					
RAV4 5dr 4x4	A solid option, but ultimately outgunned by Korean competition				1.40 100 Turbo SRI VX-Line	£13630	99	119	-	1.6T 200 200 Elite	£28350	202	162	24	2.0 CDTi 120 Energy	£22914	129	104	16	1.7 CDTi 130 Tech Line S-S	£17944	129	120	12					
2.0 VT-i Icon	★★★★★				1.40 100 Turbo SE	£13240	99	119	-	1.6T 200 SE	£26250	202	162	24	2.0 CDTi 130 SRI	£21344	129	104	16	1.7 CDTi 130 Exclusive S-S	£18944	129	120	13					
2.0 VT-i Active	£26000	150	167	29	1.40 100 75.5 S Life	£13150	74	-	6	1.4T 140 SE 5-S	£24030	138	148	20	2.0 CDTi 130 SRI Nav	£22194	129	104	16	1.4T 140 Tech Line 4x4 5-S	£18464	138	149	11					
2.0 D-4 Active 2WD	£22495	124	127	26	1.40 100 75.5 S Design	£13150	74	-	-	1.4T 140 Elite 5-S	£26175	138	148	21	2.0 CDTi 130 SRI VX-Line	£22564	129	104	16	1.4T 140 Exclusiv 4x4 5-S	£20624	138	149	12					
2.0 D-4 Icon 2WD	£24995	124	127	26	1.40 100 75.5 S SRI	£13845	74	-	-	1.6T 170 170 SE Au	£27130	168	168	24	2.0 CDTi 130 SRI VX-Line Nav	£23414	129	104	16	1.4T 140 140 Design	£20634	138	149	13					
2.0 D-4 Icon 4WD	£26000	124	137	26	1.40 100 75.5 S SRI VX-Line	£14880	74	-	-	1.6T 170 170 Elite Au	£29230	168	168	24	2.0 CDTi 140 Design	£21484	138	104	19	1.4T 140 SE 2WD 5-S	£21424	138	149	13					
2.0 D-4D Invincible 2WD	£26695	124	127	27	1.40 100 75.5 S SRI	£14990	74	-	-	2.0 CDTi 165 SE S-S	£26165	163	133	23	2.0 CDTi 140 Design Nav	£20394	129	104	16	1.4T 140 SE 4x4 5-S	£23124	138	149	13					
2.0 D-4D Invincible 4WD	£27700	124	137	26	1.40 100 75.5 S SRI	£14345	94	85	-	2.0 CDTi 165 Elite S-S	£2815	163	133	23	2.0 CDTi 140 Elite	£24814	138	104	19	Poor residuals	★★★★★								
2.2 D-4D Icon 4WD	£26800	148	149	29	1.40 100 75.5 S SRI VX-Line	£15380	94	85	-	2.0 CDTi 195 BiTurbo Elite S-S	£29700	192	138	27	2.0 CDTi 140 Elite Nav	£25664	138	104	19	1.4T 140 Tech Line 4x4 5-S	£21065	161	165	25					
2.2 D-4D Invincible 4WD	£28500	148	149	29	1.40 100 75.5 S SRI	£14990	94	85	-	AMPERA 5dr hatch	There's 175mpg on offer if you can meet the asking price	★★★★★		-	2.0 CDTi 140 Energy	£24004	138	104	19	1.4T 140 140 Design	£22434	138	104	19					
AVENISIA 4dr saloon	Nothing wrong, but nothing exceptional. Good spec				1.40 100 75.5 S SRI	£16160	94	85	-	16kWh Posit	£33750	149	27	20	2.0 CDTi 140 SRI	£22434	138	104	19	1.4T 140 140 Design	£22435	161	165	25					
1.8 V-matic Active	£17700	145	152	17	1.40 90 S Design	£13330	89	102	-	16kWh Electron	£35495	149	27	21	2.0 CDTi 140 SRI Nav	£23284	138	104	19	1.4T 140 140 Design	£21865	161	165	25					
1.8 V-matic Icon	£20300	145	152	17	1.40 90 S SRI	£14025	89	102	-	INSIGNIA 4dr saloon	Nearly as good as a Mondeo.			-	2.0 CDTi 140 SRI VX-Line	£23654	138	104	19	1.4T 140 140 Design	£22485	161	165	25					
1.8 V-matic Icon+	£23250	145	152	18	1.40 90 S-S	£14670	89	102	-	1.6T 170 170 SE	Restricted rear visibility	★★★★★		-	2.0 CDTi 140 SRI VX-Line	£24504	138	104	19	1.4T 140 140 Design	£22554	161	165	25					
2.0 D-4 Active	£18695	124	119	22	1.40 115 S-S	£14215	113	-	-	2.0 CDTi 130 Design	£18244	161	119	20	2.0 CDTi 163 Country Nav 4x4	£26644	161	147	20	1.4T 140 140 Design	£22384	138	104	19					
2.0 D-4D Icon	£21295	124	119	22	1.40 115 S-S SRI VX-Line	£15060	113	-	-	2.0 CDTi 163 Design	£19694	161	119	20	2.0 CDTi 163 Country Nav 4x4	£26644	161	147	20	1.4T 140 140 Design	£22384	138	104	19					
2.0 D-4D Icon+	£24245	124	119	23	1.40 120 170 SE	£15100	69	126	-	2.0 CDTi 163 Elite	£23874	161	114	20	2.0 CDTi 163 Design	£20994	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.0 D-4D Excel	£24495	124	119	23	1.40 120 170 S	£15995	69	126	-	2.0 CDTi 163 SE	£21494	161	114	20	2.0 CDTi 163 Design Nav	£21844	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.2 D-4D 150 Icon	£23450	148	149	25	1.40 120 170 S	£15195	69	126	-	2.0 CDTi 163 SRI	£22344	161	114	20	2.0 CDTi 163 Elite Nav	£26024	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.2 D-4D 150 Icon+	£25250	148	149	25	1.40 120 170 S	£15200	69	126	-	2.0 CDTi 163 SRI	£23230	161	114	20	2.0 CDTi 163 Elite Nav	£26024	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.2 D-4D 150 Excel	£25500	148	149	25	1.40 120 170 S	£15200	69	126	-	2.0 CDTi 163 SRI	£23230	161	114	20	2.0 CDTi 163 Elite Nav	£26024	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.2 D-4D 150 Icon	£25500	148	149	25	1.40 120 170 S	£15200	69	126	-	2.0 CDTi 163 SRI	£23230	161	114	20	2.0 CDTi 163 Elite Nav	£26024	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.2 D-4D 150 Icon+	£26300	148	149	25	1.40 120 170 S	£15200	69	126	-	2.0 CDTi 163 SRI	£23230	161	114	20	2.0 CDTi 163 Elite Nav	£26024	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.2 D-4D 150 Excel	£27150	148	149	25	1.40 120 170 S	£15200	69	126	-	2.0 CDTi 163 SRI	£23230	161	114	20	2.0 CDTi 163 Elite Nav	£26024	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.2 D-4D 150 Icon	£27150	148	149	25	1.40 120 170 S	£15200	69	126	-	2.0 CDTi 163 SRI	£23230	161	114	20	2.0 CDTi 163 Elite Nav	£26024	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.2 D-4D 150 Icon+	£27150	148	149	25	1.40 120 170 S	£15200	69	126	-	2.0 CDTi 163 SRI	£23230	161	114	20	2.0 CDTi 163 Elite Nav	£26024	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.2 D-4D 150 Icon	£27150	148	149	25	1.40 120 170 S	£15200	69	126	-	2.0 CDTi 163 SRI	£23230	161	114	20	2.0 CDTi 163 Elite Nav	£26024	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.2 D-4D 150 Icon+	£27150	148	149	25	1.40 120 170 S	£15200	69	126	-	2.0 CDTi 163 SRI	£23230	161	114	20	2.0 CDTi 163 Elite Nav	£26024	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.2 D-4D 150 Icon	£27150	148	149	25	1.40 120 170 S	£15200	69	126	-	2.0 CDTi 163 SRI	£23230	161	114	20	2.0 CDTi 163 Elite Nav	£26024	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.2 D-4D 150 Icon+	£27150	148	149	25	1.40 120 170 S	£15200	69	126	-	2.0 CDTi 163 SRI	£23230	161	114	20	2.0 CDTi 163 Elite Nav	£26024	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.2 D-4D 150 Icon	£27150	148	149	25	1.40 120 170 S	£15200	69	126	-	2.0 CDTi 163 SRI	£23230	161	114	20	2.0 CDTi 163 Elite Nav	£26024	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.2 D-4D 150 Icon+	£27150	148	149	25	1.40 120 170 S	£15200	69	126	-	2.0 CDTi 163 SRI	£23230	161	114	20	2.0 CDTi 163 Elite Nav	£26024	161	119	20	1.4T 140 140 Design	£22384	138	104	19					
2.2 D-4D 150 Icon	£27150	148	149	25	1.40 120 170 S	£15200	69	126	-	2.0 CDTi 163 SRI	£23230	161	114																

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group		
2.0 TDI 240 BiTDI SCR R-Line	£37035	237	140	28	1.6 TDI 120 ES	£18995	118	124	19	2.0 D 4 R-Design Lux Nav S-S	£33645	178	99	29		
PHAETON 4dr saloon					1.6 TDI 120 ES Nav	£20195	118	124	19	2.0 D 4 R-Design Lux S-S	£32445	178	99	29		
Big VW feels old now, and struggles to justify its price	★★★★★				1.6 TDI 120 SE	£20520	118	124	19	2.0 D 4 R-Design Nav S-S	£31145	178	99	28		
3.0 V6 TDI 240 SWB	£59055	236	224	45	1.6 TDI 120 SE Nav	£21720	118	124	19	2.0 D 4 R-Design S-S	£29945	178	99	28		
3.0 V6 TDI 240 LWB	£57615	236	224	45	1.6 TDI 120 SE Lux Nav	£23720	118	124	20	2.0 D 4 SE Lux Nav S-S	£31945	178	99	29		
TOURAN 5dr mpv	Good chassis but little inspiration.	1.6 TDI 120 R-Design	£21295	118	124	19	2.0 D 4 SE Lux S-S	£30745	178	99	29	2.0 D 5 SE Lux S-S	£36170	212	126	32
Blind appearance	★★★★★				1.6 TDI 120 R-Design Nav	£22495	118	124	19	2.0 D 4 SE Nav S-S	£29645	178	99	28		
2.0 TDI 177 Sport	£28350	177	150	24	1.6 TDI 120 R-Design Lux Nav	£24170	118	124	21	2.0 D 4 SE S-S	£28445	178	99	27		
1.2 TSI 105 S	£19790	104	149	12	1.6 TDI 150 ES	£20945	148	124	22	2.4 D 5 R-Design Lux Nav S-S	£33595	178	119	31		
1.4 TSI 140 SE	£23600	138	159	18	1.6 TDI 150 ES Nav	£22145	148	124	21	2.4 D 5 R-Design S-S	£32895	212	119	30		
1.6 TDI 105 Blue Tech S	£21600	104	121	14	1.6 TDI 150 SE	£22470	148	124	21	2.0 D 5 SE Lux Nav S-S	£33695	212	119	30		
1.6 TDI 105 BlueTech SE	£23705	104	121	14	1.6 TDI 150 SE Nav	£23670	148	124	21	1.6 T3 Business Edition S-S	£20675	148	135	21		
2.0 TDI 140 Blue Tech SE	£25470	138	127	19	1.6 TDI 150 SE Lux Nav	£25670	148	124	22	2.4 D 5 SE Lux S-S	£36835	212	120	31		
2.0 TDI 140 BlueTech Sp.	£26930	138	127	19	1.6 TDI 150 R-Design	£23245	148	124	20	1.6 T3 R-Design S-S	£27175	148	135	23		
SHARAN 5dr mpv	Refined, flexible big MPV. Seat version is cheaper	1.6 TDI 150 R-Design Nav	£24445	148	124	21	1.6 D2 Business Edition S-S	£21545	113	103	17	3.0 T6 R-Design Lux Nav AW	£43720	300	249	37
1.6 TDI 150 R-Design Lux Nav	£26120	148	124	22	2.0 D 3 Business Edition S-S	£21295	134	114	22	2.0 D 4 R-Design S-S	£31260	178	117	28		
1.6 TDI 177 SEL	£30555	177	152	23	1.6 TDI 180 SE Lux Nav	£27170	177	129	26	2.0 D 3 S-S	£27195	134	114	23		
2.0 TDI 177 SEL	£33455	177	152	23	1.6 TDI 180 R-Design Lux Nav	£27620	177	129	26	2.0 D 3 SE Lux S-S	£33960	178	117	29		
1.4 TSI 150 S	£25320	148	167	16	1.6 TDI 180 C-Country Lux Nav	£28170	177	129	24	2.0 D 3 R-Design S-S	£28695	134	114	23		
1.4 TSI 150 SE	£27630	148	167	16	2.5 T5 254 R-Design Lux Nav	£31900	251	189	35	2.0 D 4 Business Edition S-S	£23445	178	99	26		
2.0 TSI 200 SEL DSG	£33715	197	198	25	2.5 T5 254 C-Ctry Lux Nav	£31440	251	194	30	2.0 D 4 R-Design S-S	£33735	178	117	28		
2.0 TDI 115 S	£25890	113	146	14	1.6 TDI 180 SE Lux Nav	£27095	113	118	17	smooth drive. Too small	£35160	178	117	29		
2.0 TDI 140 S	£26640	138	146	16	1.6 D2 155 ES Nav	£21995	113	118	17	1.6 D2 R-Design Lux Nav S-S	£30405	113	108	20		
2.0 TDI 140 SE	£28950	138	146	16	1.6 D2 155 SE	£22320	113	118	17	1.6 D2 R-Design Lux S-S	£31845	113	108	19		
2.0 TDI 140 SEL	£31850	138	146	16	1.6 D2 155 SE Nav	£23520	113	118	17	1.6 D2 R-Design Nav S-S	£30445	113	108	19		
2.0 TDI 140 Exec	£32100	138	146	16	1.6 D2 155 SE Lux	£24230	113	118	18	1.6 D2 R-Design S-S	£29245	113	108	18		
TIGUAN 5dr 4x4	Dull but capable soft roader. Pricey. but good ride and handling	1.6 D2 155 SE Lux Nav	£25520	113	118	18	1.6 D2 SE Lux Nav S-S	£31345	113	108	19	2.4 D 4 R-Design Lux Nav AWD S-S	£36690	178	139	30
1.6 D2 155 R-Design	£23095	113	118	17	1.6 D2 155 R-Design	£23095	113	118	17	2.4 D 4 R-Design Lux S-S	£30405	113	108	19		
1.4 TSI 160 BMT Match 2WD	£23955	158	156	21	1.6 D2 155 R-Design Nav	£24295	113	118	17	1.6 D2 SE Nav S-S	£28945	113	108	18		
1.4 TSI 160 Match 4WD	£25645	158	178	21	1.6 D2 155 R-Design Lux	£24770	113	118	18	2.0 D 4 R-Design Lux Nav S-S	£27745	113	108	17		
2.0 TDI 140 BMT Match 2WD	£25150	138	138	18	1.6 D2 155 R-Design Lux Nav	£25970	113	118	18	2.0 D 4 R-Design Lux S-S	£29450	148	139	28		
2.0 TDI 140 BMT Match 4WD	£26920	138	150	19	1.6 D2 155 C-Country SE	£23320	113	99	16	1.6 T3 SE Nav S-S	£28205	148	139	22		
2.0 TDI 177 BMT Match 4WD	£27925	175	151	23	1.6 D2 155 C-Country SE Nav	£24520	113	99	16	2.0 D 3 R-Design Lux Nav S-S	£33695	134	119	25		
2.0 TSI 180 Match 4WD	£26485	178	198	24	1.6 D2 155 C-Country Lux	£25320	113	99	17	2.0 D 3 R-Design Lux S-S	£32495	134	119	25		
1.4 TSI 160 Blue Tech S	£21960	158	156	18	1.6 D2 155 C-Country Lux Nav	£26520	113	99	17	2.0 D 3 R-Design Nav S-S	£31095	134	119	24		
1.4 TSI 160 S AWD	£23550	158	178	20	2.0 D 3 SE Lux S-S	£25370	113	118	22	2.4 D 4 R-Design Nav AWD S-S	£35265	178	139	29		
2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 D 3 SE Lux Nav	£24770	148	112	22	2.4 D 4 R-Design Lux S-S	£36690	178	117	28		
2.0 TDI 110 BMT 2WD	£22605	109	138	14	2.0 D 3 SE Lux Nav	£26770	148	112	23	2.4 D 4 R-Design Lux Nav S-S	£34410	178	117	28		
2.0 TDI 140 BMT 2WD	£22605	138	138	17	2.0 D 3 SE Lux Nav	£26770	148	112	23	2.4 D 4 R-Design Nav S-S	£34945	178	103	29		
2.0 TDI 140 BMT 4WD	£23155	138	138	17	2.0 D 3 R-Design S-S	£23435	148	112	21	2.4 D 4 R-Design Lux S-S	£33745	178	103	29		
2.0 TDI 140 BMT 4WD	£24925	138	150	17	2.0 D 3 R-Design Nav	£25545	148	112	22	2.4 D 4 R-Design Nav S-S	£32345	178	103	28		
2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18	2.0 D 3 R-Design Lux Nav	£27220	148	112	23	2.0 D 3 R-Design S-S	£31145	178	103	28		
2.0 TDI 140 BMT R-Line 4WD	£28750	138	150	18	2.0 D 3 R-Design C-Country S-E	£24570	148	112	21	2.0 D 3 R-Design Lux S-S	£32425	178	99	29		
TOUREG 5dr 4x4	Good value, and a great blend of comfort and deftness	1.6 D2 155 C-Country Lux Nav	£25770	148	112	22	2.0 D 4 SE Lux S-S	£32045	148	117	21	2.4 D 4 SE Lux AWD S-S	£39540	212	139	31
3.0 V6 TDI 204 SE	£43415	204	173	39	2.0 D 4 SE Lux Nav	£24570	187	99	26	2.4 D 4 SE Nav S-S	£29645	178	99	27		
3.0 V6 TDI 204 R-Line	£46415	204	173	40	2.0 D 4 SE Lux Nav	£27770	187	99	27	2.4 D 4 SE Nav AWD S-S	£38290	161	119	30		
3.0 V6 TDI 262 SE	£45215	258	174	42	2.0 D 4 R-Design S-S	£25345	187	99	25	2.4 D 4 SE Nav 4WD S-S	£37590	212	139	30		
3.0 V6 TDI 262 R-Line	£48215	258	174	42	2.0 D 4 R-Design Nav	£26545	187	99	25	2.4 D 4 R-Design S-S	£43180	300	248	37		
3.0 V6 TDI 262 Escape	£45415	258	180	42	2.0 D 4 R-Design Lux Nav	£28225	187	99	26	2.0 D 4 SE Lux S-S	£32045	148	139	21		
CARAVELLE 5dr mpv	Rugged workhorse to carry people	1.6 D2 155 R-Design	£20400	187	112	24	2.0 D 4 SE Lux Nav	£28225	187	99	26	2.4 D 4 SE Lux AWD S-S	£39540	212	139	31
1.6 D2 155 R-Design	£20400	187	112	24	2.0 D 4 SE Nav	£26770	187	112	24	2.4 D 4 SE Nav S-S	£30845	178	99	28		
1.6 D2 155 R-Design Lux Nav	£28770	187	112	24	2.0 D 4 SE Nav	£27095	187	112	24	2.4 D 4 SE Nav	£29645	178	99	27		
1.6 D2 155 R-Design Lux Nav	£27095	187	112	24	2.0 D 4 SE Nav	£27095	187	112	24	2.4 D 4 SE Nav	£29645	178	99	27		
1.6 D2 140 SE SWB	£35658	138	189	26	1.6 D2 155 R-Design Nav	£27095	187	112	24	2.4 D 4 SE Nav	£29645	178	99	27		
2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26	1.6 D2 155 R-Design S-S	£31745	113	103	20	2.0 D 3 Business Edition S-S	£23935	134	119	22		
2.0 TDI 140 SE LWB	£37818	138	189	26	1.6 D2 R-Design Lux Nav S-S	£29245	113	103	19	2.0 D 3 Business Edition S-S	£23935	134	119	22		
2.0 TDI 140 Exec SWB	£38478	138	189	26	1.6 D2 R-Design Lux S-S	£30545	113	103	20	2.0 D 3 SE Lux S-S	£30795	134	119	24		
2.0 TDI 140 Exec 4Mot. SWB	£41304	138	206	26	1.6 D2 R-Design Nav S-S	£27270	113	103	19	2.0 D 3 R-Design S-S	£22745	113	108	17		
2.0 TDI 180 SE SWB	£37694	177	192	31	1.6 D2 R-Design S-S	£28045	113	103	18	2.0 D 4 Business Edition S-S	£24645	178	99	26		
2.0 TDI 180 SE 4M SWB	£40524	177	208	32	1.6 D2 SE Lux Nav S-S	£30045	113	103	19	2.4 D 4 W-Plug-in Hybrid	£2975	275	48	-		
2.0 TDI 180 SE LWB	£39854	177	192	31	1.6 D2 SE Lux S-S	£28845	113	103	19	2.4 D 4 W-Plug-in Hybrid R-Dspn LN	£31675	275	48	-		
2.0 TDI 180 Exec SWB	£40518	177	192	31	1.6 D2 SE Nav S-S	£27745	113	103	18	2.0 D 4 W-Plug-in Hybrid R-Dspn LN	£31675	275	48	-		
2.0 TDI 180 Exec DSG	£42414	177	199	31	1.6 D2 SE Nav S-S	£26545	113	103	18	steering and old engines	★★★★★					
2.0 TDI 180 Business SWB DSG	£67944	177	214	31	1.6 T3 R-Design Nav S-S	£28375	148	135	23	1.6 D2 SE Lux S-S	£33220	113	111	21		
2.0BITD 180 Bus. 4Mot. SWB DSG	£70845	177	232	31	1.6 T3 R-Design Nav S-S	£26875	148	135	23	1.6 D2 SE Nav S-S						



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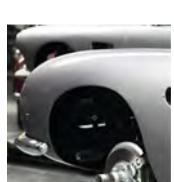
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30-70mph Indicates overtaking ability through the gears
50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility
Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard
Braking 60-Omph Recorded on a high-grip surface at a test track
Mph/1000rpm Figure is the speed achieved in top gear

ALFA ROMEO

MITO 3dr hatch	★★★★★	
1.4 Cloverleaf	136 7.9 21.1 6.9 7.3 2.7 168 184 23.2 36/42 1265	7.4.10
GIULIETTA 5dr hatch	★★★★★	

2.0 JTdm 135 8.4 22.3 7.7 7.9 2.7 168 258 34.8 40/57 1475 13.10.10

ALPINA

B3 BITURBO 4dr saloon	★★★★★
B3 Biturbo 155 4.7 10.3 3.8 6.8 2.9 404 443 41.5 27/35 1610	29.8.13

ARIEL

ATOM 0dr open	★★★★★
V8 170 3.0 5.7 1.9 3.7 2.55 475 268 16.4 21/37 650	10.8.11

ASTON MARTIN

V8 Vantage 2dr coupé	★★★★★
V8 Roadster 175 5.2 12.0 3.6 7.9 2.7 380 302 26.0 17/22 1713	25.4.07

RAPIDE

4dr coupé	★★★★★
Rapide S 190 5.3 11.3 4.3 8.3 3.03 550 457 33.6 19/23 1990	20.3.13

AUDI

A1 3dr hatch	★★★★★
1.4 TFSI Sport 126 8.4 22.4 8.9 12.8 2.2 120 148 30.2 34/43 1165	10.11.10

S1 155 5.9 14.4 5.2 5.4 2.6 220 273 25.6 30/39 1390	28.5.14
A3 3dr/5dr hatch	★★★★★

2.0 TDI Sport 134 8.9 25.9 11.4 10.8 2.7 148 236 30 48/59 1355	26.9.12
S'back e-tron 138 7.9 20.9 6.6 8.5 3.0 201 258 30.7 45/49 1540	31.12.14

RS3 155 4.5 11.2 4.2 6.9 2.1 335 332 34.6 28/34 1640	6.7.11
A4 4dr saloon/5dr estate	★★★★★

2.0 TDI SE 134 9.7 29.4 11.3 9.7 2.6 141 236 32.7 38/48 1605	20.2.08
RS4 174 4.4 10.3 3.9 7.7 2.9 444 317 28.9 20/32 1795	17.10.12

A5 2dr coupé/cabriolet	★★★★★
3.0 TDI quattro 155 6.4 16.6 5.9 8.0 2.7 237 368 35.7 32/43 1755	25.7.07

3.0 TDI cabrio 153 7.1 20.2 6.6 8.5 3.0 201 258 32.4 34/38 2035	12.9.09
RS5 4.2 V8 155 4.6 10.7 4.0 8.9 2.7 444 317 29.0 22/30 1855	27.10.10

A6 4dr saloon/5dr estate	★★★★★
2.0 TDI SE 141 8.9 24.1 7.7 9.3 2.8 175 280 34.4 44/55 1675	45.11

3.0 TDI SE 155 7.2 20.3 6.4 3.9 2.9 201 295 39.9 34/46 1805	19.10.11
RS6 Avant 155 3.7 8.7 3.1 12.8 2.4 552 516 40.0 20/28 2010	3.7.13

A7 Sportback 4dr saloon	★★★★★
3.0 V6 TDI 155 6.7 18.7 6.5 *4.0 2.8 241 369 42.9 31/40 1940	9.2.11

A8 4dr saloon	★★★★★
4.2 V8 TDI 155 5.0 13.0 5.4 *3.4 2.5 346 590 53.1 28/35 2130	16.6.10

TT 2dr	★★★★★
2.5 RS 155 4.7 11.4 4.4 4.8 2.6 335 332 27.4 24/33 1450	19.8.09

NEW TT 2dr	★★★★★
2.0 TFSI S-line 155 6.6 14.5 5.0 6.5 2.5 227 273 30.1 29/35 1305	26.11.14

Q3 5dr 4x4	★★★★★
2.0 TDI SE 132 8.3 25.5 8.1 *11.5 2.7 175 280 35.8 33/46 1710	16.11.11

RS 155 5.0 12.6 4.5 8.3 2.8 306 310 32.4 34/38 2035	11.14.11
Q5 5dr 4x4	★★★★★

2.0 TDI SE 125 9.9 34.2 10.2 9.9 2.8 168 258 29.8 29/37 1880	14.1.09
Q7 5dr 4x4	★★★★★

3.0 TDI SI 131 8.6 25.0 8.3 *4.9 2.9 230 369 29.9 23/30 2325	16.8.06
RS8 2dr coupé	★★★★★

4.2 V8 187 4.4 10.5 4.2 6.7 2.7 414 317 24.0 16/22 1560	23.5.07
5.2 V10 Spyder 195 4.1 8.9 3.2 5.5 2.4 518 391 24.3 17/25 1720	24.3.10

BENTLEY

CONTINENTAL 2dr coupé	★★★★★
GTC V8 187 4.5 10.8 3.9 *2.7 2.8 500 487 27.4 18/27 2470	44.12

GT 198 4.6 10.9 4.2 *2.4 2.5 567 516 34.9 7/15 2375	16.11.11
FLYING SPUR 4dr saloon	★★★★★

W12 200 4.5 10.4 3.6 8.4 3.0 616 590 44.5 18/26 2475	7.8.13
MULSANNE 4dr saloon	★★★★★

6.75 V8 184 5.7 13.7 4.8 *2.8 2.6 505 752 44.8 18/21 2745	21.9.11
BMW	

1-SERIES 3dr hatch	★★★★★
116i Sport 3dr 130 8.7 25.7 8.9 5.4 2.9 134 162 21.7 34/48 1365	12.10.11

M135i 155 4.6 11.4 4.0 6.8 2.6 315 322 35.9 30/41 1545	14.11.12
2-SERIES 3dr coupé	★★★★★

220d SE 143 7.8 20.9 7.3 8.8 2.9 181 280 39.6 46/62 1450	19.3.14
M235i 155 6.3 14.7 5.7 5.4 2.7 322 332 28.1 26/35 1530	23.4.14

2-SERIES ACTIVE TOURER 5dr MPV	★★★★★
218d Luxury 129 8.8 26.5 8.7 12.1 3.0 148 243 40.4 42/56 1450	24.12.14

3-SERIES 4dr saloon/5dr estate/5dr hatch	★★★★★
320d Sport 146 7.7 20.9 7.6 9.2 2.6 181 280 36.2 41/57 1535	22.02.12

330d Touring 155 5.5 14.2 5.1 8.8 2.6 255 413 45.2 43/54 1735	21.11.12
318d Sport GT 130 9.5 28.6 9.5 12.4 2.7 141 236 36.5 50/57 1615	17.7.13

4-SERIES 3dr coupé	★★★★★
435i M Sport 155 5.5 13.2 5.2 6.3 2.7 302 295 28.2 28/37 1585	18.9.13

Make and Model	Top speed	0-60mph	0-100

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277 BGB	£1,450	ECZ 2	£3,500	HBZ 222	£1,850	JIL 722	£1,090	NIL 445	£690	RUI 22	£1,450
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AIL 9944	£1,350	EHZ 4625	£150	HIL 20	£4,500	KIG 2310	£99	OCZ 22	£1,490	RXI 88	£1,450
ALZ 4	£4,500	EIL 1	£19,900	HIL 201	£1,250	KIG 3633	£99	OHZ 33	£1,090	SDZ 600	£890
ANZ 1	£19,000	EIL 12	£1,850	HUI 25	£1,850	LAZ 1	£24,500	OIL 225	£950	SIB 933	£990
ANZ 111	£2,900	EIL 40	£1,750	IIG 22	£1,850	LAZ 911	£4,900	OIL 330	£1,250	T21 HFC	£750
BEZ 4444	£890	EIL 60	£1,650	IIG 80	£990	LBZ 22	£1,450	OIL 377	£950	TIB 316	£1,190
BFZ 22	£990	EIL 99	£1,650	IIG 222	£1,290	LEZ 33	£3,500	OIL 550	£1,250	TIL 2	£4,500
BIG 33	£4,500	ERZ 111	£1,090	IIL 705	£750	LEZ 4444	£850	OJI 1	£18,500	TIL 4	£3,500
BIG 8055	£15,500	FAZ 200	£1,990	IIL 752	£750	LIG 22	£1,490	OJI 11	£2,500	TIL 22	£2,500
(BIG BOSS)		FIL 2	£12,500	IUI 222	£1,650	LIG 55	£1,490	OJI 19	£1,250	TJI 44	£2,100
BUI 88	£1,550	FIL 3	£10,500	JIG 2	£2,700	LIG 222	£1,290	OJI 24	£1,250	UUID 109	£750
C14 RRN	£1,150	FIL 19	£2,500	JIG 3	£2,500	LIG 333	£1,290	ONZ 1	£8,500	UUI 110	£750
CHZ 15	£1,900	FIL 22	£5,900	JIG 6	£2,500	LIG 555	£1,290	ONZ 11	£1,350	VDZ 300	£990
(CHRIS)		FIL 29	£2,500	JIG 22	£1,950	LIG 2000	£750	PEZ 88	£990	VEZ 600	£900
DEZ 26	£990	FIL 55	£5,500	JIG 66	£1,150	LXI 16	£990	PEZ 999	£990	VJI 4	£3,500
DEZ 33	£3,500	G930 BEV	£690	JIG 88	£1,200	MCZ 1	£6,500	PIL 5	£10,500	WDZ 766	£750
DEZ 58	£950	GAZ 21	£4,500	JIG 111	£2,500	MEZ 29	£890	PIL 1111	£2,800	WIL 1	£85,000
DEZ 248	£650	GAZ 7777	£3,500	JIG 610	£890	MEZ 8888	£1,050	PJI 650	£650	WIL 2	£24,500
DEZ 249	£650	GDZ 99	£990	JIG 611	£890	MIL 455	£950	PXI 300	£1,250	WIL 4	£9,500
DEZ 5000	£1,650	GIG 4	£2,700	JIG 612	£890	MIL 9000	£1,390	P9 BMM	£890	WIL 25	£3,500
DIG 12	£3,500	GIG 660	£750	JIG 911	£2,100	MIW 425	£650	RAZ 225	£990	WIL 66	£4,500
DRZ 8518	£199	GIG 800	£750	JIG 1111	£1,850	MNZ 12	£990	RAZ 2000	£1,850	WIL 1111	£4,900
EBZ 911	£2,500	GIG 2005	£350	JIL 330	£1,190	MUI 11	£4,500	REZ 7777	£950	WIW 4480	£290
ECZ 1	£6,500	GIG 2222	£850	JIL 577	£1,190	NCZ 88	£1,450	RIL 1111	£2,500	WXI 88	£1,890

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II AGR	£3,800	30 A.	£45,000	DAM IION	£15,000	H	£1,800	KH 2842	£2,500	IRH 2	£9,800
6 BMH	£18,000	7000 AG	£6,000	II DCP	£3,800	HAM 3R	£12,000	KMW 413	£1,900	K333 VET	£900
III CJG	£3,800	AJ 9	£85,000	DFG 73	£2,600	93 HB	£8,500	II OSD	£3,500	P21 VGB	£1,200
206 ELY	£2,000	I7 AJL	£8,000	T30 DGB	£500	K20 HEM	£700	I KX	£47,000	P90 RNR	£3,800
10 EN	£11,500	AM 69	£85,000	AI2 DGD	£1,300	38 HGB	£5,800	16 OG	£6,000	777 ROY	£5,800
32 EH	£6,500	T78 AMG	£2,000	I DOT	£29,000	I HKV	£19,500	30 QJ	£7,000	LR03 VER	£1,500
550 G	£8,500	R600 AMY	£1,500	A9 DSD	£950	56 HM	£11,000	91 OO	£19,500	V12 RPH	£28,000
6 GCD	£5,000	220 AR	£7,000	DW 21	£35,000	II HNS	£5,000	RRK 2	£6,800	VSN 1	£8,000
850 H	£6,500	I70 AW	£8,000	6 DWG	£4,000	AD02 HOD	£850	RSB 7	£28,000	VVC 2	£8,000
JGL 289	£1,300	B3 AWC	£900	32 ED	£6,500	R8 HRD	£1,200	9 II OO	£30,000	W 82 W.	£10,500
II JHM	£5,500	B10	£280,000	32 EH	£8,000	HX1	£47,000	6 000	PCY 1	49 WB.	£9,500
II KF	£14,000	Y662 BEC	£1,000	EP 3582	£2,500	I LI CKY	£25,000	N 000	5 II SRC	W31 KER	£2,800
98 LD	£6,500	10 BG	£19,000	ERR K	£12,000	JAB 4	£25,000	M3 OUT	£2,500	WGS 37S.	£1,500
10 KSD	£3,200	98 BH	£9,000	R100 JAG	£5,500	92 M	£30,000	P 100.	£65,000	WIA 9	£3,800
92 LW	£6,000	6 BJJ	£1,800	FI2 EYE	£2,900	22 JAH	£10,000	PAU 7L	£16,500	92 WM	£8,500
II MCF	£8,000	91 BK	£6,000	I9 F	£30,000	J300 ANE	£1,500	PBP 735	£1,200	WWK 92	£5,600
MEN 766	£1,300	BM 8286	£3,800	S2 FCS	£1,000	BI2 JAR	£1,000	PCY 1.	£17,000	28 X.	£18,800
50 MGL	£5,500	3 II BP	£6,800	R12 FCS	£800	JAY 3R	£6,500	PHC 7	£6,800	700 X.	£15,500
866 MMB	£2,800	BRIONEE	£3,500	FIJ 10	£25,000	MDS 17	£7,000	PIL 2003	£800	XAB 1.	£12,000
16 OLD	£35,000	II BW	£13,500	I FJX	£9,500	MEL 999	£5,000	7584 PU	£1,800	IXAD 1.	£9,500
E5 000	£5,200	333 BX5	£1,000	FLI MSY	£4,000	J8 JCR	£1,000	10 PJA	£7,000	6 SDD.	£16,000
362 PG	£4,200	1970 C	£5,500	729 FLB	£2,200	22 JCS	£8,000	PLV 666	£2,800	IXBC 1.	£15,500
7 PMS	£5,000	RCM 684	£1,800	R555 FRY	£1,000	10 JDJ	£3,000	X5 PNE	£1,600	XCZ 1.	£6,500
CG 1011	£3,500	M2 RMP	£3,500	JE56 ESE	£5,800	8 MGL	£8,500	PO13 SCH.	£1,300	XX51 THH	£1,000
M3 CDC	£1,800	3 CGA	£4,500	JFB 502	£3,000	MHS 123	£5,600	PP II.	£55,000	XXX 4.	£35,000
818 SB	£7,800	CGT 3	£22,000	999 G	£25,000	624 JGC	£2,400	I996 PS	£5,500	XXX IP.	£11,800
TSE 6	£5,500	8 CHR	£9,350	GAC 881	£3,000	18 JMW	£8,000	K9 PSD	£1,000	444 Y.	£9,000
925 W	£7,500	21 CJB	£6,500	G4 SUK	£3,500	550 JT	£6,500	PPG 20.	£220,000	YAN 6S	£2,425
333 X	£14,000	C16 ARE	£4,000	GE 4768	£2,600	JYL 2W	£2,000	554 RAH	£2,250	YAN ISH	£4,500
1 XB	£42,000	II CLS	£5,000	I GFX	£8,500	II NMS	£5,000	94 TL	£7,800	YI 662	£2,500
I XJM	£9,000	C08 8IE	£8,500	IGGX	£9,500	26 K.	£22,000	C500 TOY	£2,300	YSX 88.	£2,000
CSE 298	£2,500	14 Y	£33,000	KAT 6V	£4,000	800 NS	£5,800	TRN I.	£29,000	YI YTA	£8,500
26 CTR	£2,800	8 GOW	£5,500	KCT 961	£2,000	NROI.	£2,500	RFP 4	£4,500	OFFERS CONSIDERED	

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WV03 AAA	£175	6001 ASB	£225	R55 CDB	£300	65 DMR	£625	N004 OON	£690	K77 PRW	£225	398 RPE	£650	L66 SRW	£225
KU60 AAA	£190	Y65 ASC	£400	P33 CDB	£400	N444 DMR	£175	Y121 DMS	£300	N06 PSB	£225	F6 RPH	£575	J13 SSB	£390
E12 AAB	£300	EE 65D	£400	N55 CDM	£300	P300 JDW	£275	W31 LK	£675	M98 PSE	£290	K77 RPH	£225	K30 SSB	£225
JB15 AAB	£300	T57 L22	£175	S99 CDP	£300	TM7 DWW	£200	T2 Y	£1400	F8 PSH	£575	N99 RPP	£225	L50 SSS	£225
T50 AAB	£490	BB 85E	£400	T333 CDS	£300	DN3 360	£375	LUI 1200	£100	90 OS	£4900	905 PSS	£225	SH52 SSS	£225
P333 AAB	£175	K9 ASH	£490	95 CE	£3700	DO 5085	£2700	K2 MMS	£500	A6 OSC	£325	PSK 430	£990	CI RPR	£375
T10 AAD	£175	RG02 ASH	£375	CE 6043	£1650	S100 DOC	£375	W02 MAB	£735	MO6 OSC	£290	PSK 687	£890	E7 RPR	£375
C9 AAH	£190	W9 ASH	£555	CZ 656	£1475	KD06 DOC	£190	W02 MAB	£735	OTD 279	£825	PM05 PMS	£225	VII SSM	£375
P33 AAH	£300	V9 ASH	£555	Y400 CFC	£350	BL08 DOC	£190	W02 MAB	£735	A5 OTJ	£290	F6 PSM	£575	K90 RPP	£225
PII AAJ	£175	K1 ASR	£775	X2 CFW	£290	TD2 DOC	£190	W02 MAB	£735	P40 OUG	£6400	K60 PSM	£225	C1 RPR	£375
N80 AAM	£225	J8 ASR	£425	MI CGP	£300	Y444 D0G	£500	W02 MAB	£735	I0 WYU	£6400	H3 PSM	£200	E7 RPP	£375
EI AAM	£875	N55 ASW	£225	VI CGP	£390	TIO DOM	£790	W02 MAB	£735	I7 OX	£3500	G6 PSB	£375	SL07 SSS	£390
W9 AAR	£175	L5 ATC	£225	H2 CGR	£300	TD0 DOM	£790	W02 MAB	£735	J60 RPP	£225	D6 SSW	£525	K40 SSW	£225
K50 AAR	£225	A7 ATR	£450	Y4 CHA	£575	OX04 DOM	£625	W02 MAB	£735	W31 LSE	£390	F6 RPH	£575	J13 SSB	£390
T77 AAS	£300	Y1 ATT	£1400	W01 CHR	£575	HD51 DOM	£425	W02 MAB	£735	M90 MHO	£69	Y9575	£975	K40 SSW	£225
EI AAW	£875	A7 ATR	£175	P800 CHR	£275	V14 DMO	£390	W02 MAB	£735	Y100 RPP	£225	EI RPR	£375	SL07 SSS	£390
F7 AAW	£575	421 ATW	£175	C1 81	£1000	DON 771	£800	W02 MAB	£735	Y101 RPP	£225	Y11 OYD	£375	Y9575	£975
K60 AAW	£225	B4 ATW	£240	Y400 CFC	£350	S900 DOM	£575	W02 MAB	£735	Y102 RPP	£225	F5 PSM	£575	T7 STM	£590
E4 AAW	£225	15 AVB	£1800	N72 CDM	£300	TD0 DOM	£790	W02 MAB	£735	Y103 RPP	£225	Y104 RPP	£225	S8 DRR	£490
T16 AAB	£150	6043 AVB	£175	S777 CJD	£300	TD0 DOM	£790	W02 MAB	£735	Y104 RPP	£225	Y105 RPP	£225	Y106 RPP	£225
H16 AAB	£400	ABC 220K	£300	CZ 246	£290	MI4 DPP	£290	W02 MAB	£735	Y105 RPP	£225	Y106 RPP	£225	Y107 RPP	£225
ABC 220K	£300	X2 353	£250	2 CKH	£390	T19 DPP	£400	W02 MAB	£735	Y107 RPP	£225	Y108 RPP	£225	Y109 RPP	£225
504 ABD	£1300	X002 BAB	£225	CKH 202	£350	D9 DPP	£300	W02 MAB	£735	Y109 RPP	£225	Y110 RPP	£225	Y111 RPP	£225
199 ABD	£300	L55 BAB	£300	CKH 251	£190	T19 DPP	£300	W02 MAB	£735	Y110 RPP	£225	Y111 RPP	£225	Y112 RPP	£225
C8 ABF	£390	V11 BAB	£400	X19 CLH	£390	A3 DPP	£650	W02 MAB	£735	Y112 RPP	£225	Y113 RPP	£225	Y114 RPP	£225
T33 ABM	£375	161 BAB	£1200	P11 CLO	£350	D9 DPP	£350	W02 MAB	£735	Y114 RPP	£225	Y115 RPP	£225	Y116 RPP	£225
J888 ABS	£490	OX04 BAB	£450	T85 CME	£525	G9 DPS	£350	W02 MAB	£735	Y116 RPP	£225	Y117 RPP	£225	Y118 RPP	£225
V12 ABT	£390	BAR 7P	£1500	P333 CMW	£250	M45 DRA	£400	W02 MAB	£735	Y118 RPP	£225	Y119 RPP	£225	Y120 RPP	£225
TII ABW	£300	BR09 BAR	£450	L1 CNE	£590	E5 DRJ	£225	W02 MAB	£735	Y120 RPP	£225	Y121 RPP	£225	Y122 RPP	£225
V999 ABY	£400	X002 BAB	£225	LI CNE	£890	N222 DRD	£175	W02 MAB	£735	Y122 RPP	£225	Y123 RPP	£225	Y124 RPP	£225
S333 ACC	£275	M54 BAB	£1400	C300	£350	I3 DRD	£450	W02 MAB	£735	Y124 RPP	£225	Y125 RPP	£225	Y126 RPP	£225
R333 ACC	£375	HI BBT	£1600	CN7 477	£350	E22 DRD	£175	W02 MAB	£735	Y126 RPP	£225	Y127 RPP	£225	Y128 RPP	£225
P33 ACC	£250	I97 BAB	£245	C300	£17	T0575	£575	DS 7675	£1600	Y129 RPP	£225	Y130 RPP	£225	Y131 RPP	£225
A15 ACC	£290	B2 ECH	£240	X004 CFC	£340	C5 COL	£550	DS 8175	£1200	Y132 RPP	£225	Y133 RPP	£225	Y134 RPP	£225
S15 ACC	£200	S004 CFC	£340	C5 COL	£550	DS 9185	£1100	DS 9185	£1100	Y135 RPP	£225	Y136 RPP	£225	Y137 RPP	£225
F14 ACH	£375	BC2 812	£350	C606 CON	£225	DS 9858	£300	DS 9858	£300	Y138 RPP	£225	Y139 RPP	£225	Y140 RPP	£225
N87 ACH	£225	N4 BDH	£175	M15 MDT	£175	K5 DSD	£300	DS 9858	£300	Y141 RPP	£225	Y142 RPP	£225	Y143 RPP	£225
P333 ACCM	£225	A1 BDH	£290	UT0 COT	£425	R9 DSH	£300	DS 9858	£300	Y144 RPP	£225	Y145 RPP	£225	Y146 RPP	£225
S19 ACP	£175	H4 BDH	£290	K1 COV	£540	G17 DSH	£175	DS 9858	£300	Y147 RPP	£225	Y148 RPP	£225	Y149 RPP	£225
V333 ACP	£375	BZ 9876	£175	LE02 COX	£425	S229 D	£175	DS 9858	£300	Y150 RPP	£225	Y151 RPP	£225	Y152 RPP	£225
N599 AGB	£225	V3 205	£175	LE02 COX	£425	G290	£190	DS 9858	£300	Y153 RPP	£225	Y154 RPP	£225	Y155 RPP	£225
S959 AGB	£200	V3 205	£175	LE02 COX	£425	G290	£190	DS 9858	£300	Y156 RPP	£225	Y157 RPP	£225	Y158 RPP	£225
E16 ADP	£325	PB 225	£175	LE02 COX	£425	G290	£190	DS 9858	£300	Y159 RPP	£225	Y160 RPP	£225	Y161 RPP	£225
T505 ADS	£300	PB 225	£175	LE02 COX	£425	G290	£190	DS 9858	£300	Y162 RPP	£225	Y163 RPP	£225	Y164 RPP	£225
T333 ADDW	£225	Y321 BET	£175	D2 CWD	£290	I2 EAE	£790	DS 9858	£300	Y165 RPP	£225	Y166 RPP	£225	Y167 RPP	£225
J55 ADE	£100	S03 D03	£175	A1 CSD	£175	LI DUK	£890	DS 9858	£300	Y168 RPP	£225	Y169 RPP	£225	Y170 RPP	£225
B7 ADF	£450	A545 HN	£400	L44 CSD	£175	SI DUN	£225	DS 9858	£300	Y171 RPP	£225	Y172 RPP	£225	Y173 RPP	£225
ADH 42T	£550	BEN 545	£400	L44 CSD	£175	SI DUN	£225	DS 9858	£300	Y174 RPP	£225	Y175 RPP	£225	Y176 RPP	£225
P99 AHD	£225	BES 165	£1800	A19 CTD	£250	E2 D2	£250	DS 9858	£300	Y177 RPP	£225	Y178 RPP	£225	Y179 RPP	£225
RI ADJ	£890	C9 BET	£190	A20 CTD	£290	E2 D2	£250	DS 9858	£300	Y180 RPP	£225	Y181 RPP	£225	Y182 RPP	£225
C6 ADDP	£325	CII BET	£250	M65 CTD	£200	E3 D2	£250	DS 9858	£300	Y183 RPP	£225	Y184 RPP	£225	Y185 RPP	£225
T505 ADS	£300	Y25 BET	£175	M65 CTD	£200	E3 D2	£250	DS 9858	£300	Y186 RPP	£225	Y187 RPP	£225	Y188 RPP	£225
T333 AHD	£225	Y321 BET	£175	D2 CWD	£290	I2 EAE	£790	DS 9858	£300	Y191 RPP	£225	Y192 RPP	£225	Y193 RPP	£225
J55 ADE	£100	S03 D03	£175	A1 CSD	£175	LI DUK	£890	DS 9858	£300	Y196 RPP	£225	Y197 RPP	£225	Y198 RPP	£225
B7 ADF	£450	BB 85E	£400	L12 ECF	£490	MI4 DCF	£400	DS 9858	£300	Y199 RPP	£225	Y200 RPP	£225	Y201 RPP	£225
ADH 42T	£550	PB 225	£250	MI4 DCF	£400	MI4 DCF	£400	DS 9858	£300	Y204 RPP	£225	Y205 RPP	£225	Y206 RPP	£225
P99 AHD	£225	PB 225	£250	MI4 DCF	£400	MI4 DCF	£400	DS 9858	£300	Y207 RPP	£225	Y208 RPP	£225	Y209 RPP	£225
RI ADJ	£890	C9 BET	£190	A20 CTD	£250	E3 D2	£250	DS 9858	£300	Y212 RPP	£225	Y213 RPP	£225	Y214 RPP	£225
C6 ADDP	£325	CII BET	£250	M65 CTD	£200	E3 D2	£250	DS 9858	£300	Y217 RPP	£225	Y218 RPP	£225	Y219 RPP	£225
T505 ADS	£300	Y25 BET	£175	D2 CWD	£290	I2 EAE	£790	DS 9858	£300	Y224 RPP	£225	Y225 RPP	£225	Y226 RPP	£225
T333 AHD	£225	Y321 BET	£175	D2 CWD	£290	I2 EAE	£790	DS 9858	£300	Y229 RPP	£225	Y230 RPP	£225	Y231 RPP	£225
J55 ADE	£100	S03 D03	£175	A1 CSD	£175	LI DUK	£890	DS 9858	£300	Y234 RPP	£225	Y235 RPP	£225	Y236 RPP	£225
B7 ADF	£450	BB 85E	£400	L12 ECF	£490	MI4 DCF	£400	DS 9858	£300	Y239 RPP	£225	Y240 RPP	£225	Y241 RPP	£225
ADH 42T	£550	PB 225	£250	MI4 DCF	£400	MI4 DCF	£400	DS 9858	£300	Y244 RPP	£225	Y245 RPP	£225	Y246 RPP	£225
P99 AHD	£225	PB 225	£250	MI4 DCF	£400	MI4 DCF	£400	DS 9858	£300	Y251 RPP	£225	Y252 RPP	£225	Y253 RPP	£225
RI ADJ	£890	C9 BET	£190	A20 CTD	£250	E3 D2	£250	DS 9858	£300	Y258 RPP	£225	Y259 RPP	£225	Y260 RPP	£225
C6 ADDP															



MATT BURT

Rear View Mirror: tales from our archive

4x4s tested on the farm

13 February 1982

An Arctic freeze gripped the UK during early 1982, laying the icy ground for an Autocar comparison test with a difference. A glut of imported 4x4s threatened the Land Rover's position as the best utilitarian go-anywhere vehicle, so the pretenders were gathered for a six-car test.

The vehicles were the Daihatsu F20 LX, Jeep Laredo, Subaru MV, Suzuki LJ80 V, Toyota Hi Lux and, er, Portaro Pampas 260 DL. A disparate group, as Autocar's testers admitted: "Their only real common denominator is that each wheel can be driven at the flick of a lever, but how do they fare down on the farm?"

The farm? Yes, for this test, Autocar headed to Wye Agricultural College's 2000-acre farm for a series of challenges to assess farm-worthiness. First up was the load test: how many calves, sheep or straw bales could each vehicle carry?

"The shape of the load space is as important as its cubic capacity; vehicles with intruding wheel arches, for instance, can take more tall, spindly calves than normally smaller but shorter and rounder sheep," reckoned our testers, going on to declare the Hi Lux,

'Vehicles with intruding wheel arches can take more tall, spindly calves than normally smaller, shorter sheep'

which could accommodate 12 animals or 22 bales, a clear winner.

Dynamic tests comprised towing and a drive across a snow-laden ploughed field. The Daihatsu "plodded through our test field in a no-nonsense manner" but "the lack of a tow-hitch precluded an assessment of its towing ability".

The test hinted at the divide between utilitarian 4x4s and the more stylish luxury SUVs that predominate today. The Jeep, for example, "appears in the form of a King's Road cruiser, kitted out in cloth seats, carpets and BF Goodrich-shod alloy wheels". Even so, it "traversed our test field with scornful ease".

The Romanian-designed, Portuguese-built Portaro "was the only vehicle on

test that actually looked like a Land Rover". The car's "load space and torquey engine gave it the thumbs-up from our experts as a real workhorse".

Subaru's MV pick-up was derided for "looking decidedly flashy and potentially incapable with its road tyres and low ground clearance", but after waltzing through most of the tests, it "silenced its critics with an excellent performance and capacity".

The diminutive Suzuki was "hardly worth considering as a load carrier; we got only three sheep into the back". However, it "did not baulk at the ploughed field".

Finally, the Hi Lux "topped all of the others in its ability to carry sheep, calves and hay", and massive ground clearance "should ensure that the Toyota never gets hung up on the deepest of rutted tracks".

Autocar ended with a note of caution: "When the Toyota was parked with one side on ice, the other on snow, the wheels on ice simply spun. This would have happened to any of the vehicles in our farmyard because they lack one feature: the locking differential, as offered by the Audi Quattro and Mercedes G-Wagen."

Got an opinion? Email us at autocar@haymarket.com

AUTOCAR

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

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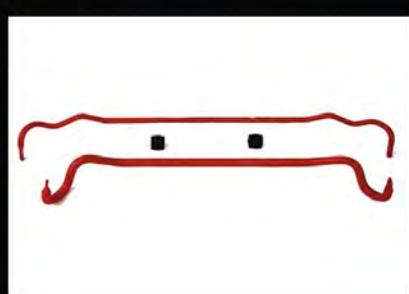
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